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THE GREAT EASTERN.

First Voyage of the Vessel to the United States.

COMPLETE ACCOUNT OF THE TRIP.

PERFORMANCES OF HER ENGINES.

Full Engineering and General Details.

From Our Special Correspondent.

ON BOARD THE GREAT EASTERN,
FROM SOUTHAMPTON TO NEW-YORK. }
June 17 to June 28, 1860.

The *Great Eastern* sailed from Southampton on the morning of Sunday, June 17, and arrived off Sandy Hook at 7:20 A. M., on the morning of the 28th. She brings 38 passengers and 8 guests.

The voyage has been particularly fine and full of interest. It has demonstrated the *Great Eastern's* superiority as a sea-going vessel, the excellence and reliability of her machinery, and her unrivaled safety and remarkable comfort as a passenger steamer.

As a trial of speed the trip has been made under great disadvantages. Without deducting detentions, the actual time has been 11 days 2 hours. The highest speed attained was 14½ knots, or about 16⅔ statute miles per hour. For four days the paddle-boiler pressure was limited to 20 pounds. The screw-boilers were so limited during the whole trip that none of the engines were worked with that increase of power by high steam and high expansion, for which they were designed and adapted.

The firing was bad during the first half of the trip. Besides this, the ship's bottom has been so foul as to materially affect her speed. On the other hand, it must be said that the vessel was light and the sea generally smooth.

The distance sailed has been 142 miles further than the shortest course from Southampton to New-York, and there have been various detentions which will be hereafter noticed, such as running south to avoid ice, adjusting compasses, &c.

No one doubts the ability of the vessel, with a proportionate load of passengers and under favorable circumstances, to make the passage in less than nine days.

It is a very remarkable fact that none of the engines, screw or paddle, have been once stopped for adjustment during the whole trip.

This voyage of the *Great Eastern* has, to a certain extent, demonstrated the mechanical feasibility of the schemes of her designers, and the economy of large ships on long routes with heavy traffic. The excessive speed expected by the public, however, was shown by the TIMES to be impossible, without an increase of boiler power, long before the trial trip. Yet the all-important distinction between the size of the hull of the ship and the proportion of her power, should precede any rash conclusion as to her speed and economy. While the lines of the ship are perfection, and her engines excellent of their kind, the vessel may be premature for the purpose of Trans-Atlantic navigation. That she is not entirely adapted to long routes is yet to be proved by commercial experiment. The mechanical experiment has been successfully accomplished.

One fact, however, is now beyond question—the excellence of that part of the great work for which Mr. SCOTT RUSSELL is responsible—the hull and the paddle engines. The TIMES long ago defended this leading spirit of the whole enterprise against the unjust attacks of enemies who, either in ignorance or malice, prophesied all manner of failure in his work. If the result of this voyage is satisfactory to shareholders, if an examination of the splendid vessel proves gratifying to visitors, to Mr. RUSSELL is due the first and principal credit.

Two sets of distances run by the ship will be observed on two or three days of the voyage. It seems that the longitude and distance posted on these days in the grand saloon, and signed by the Captain, were incorrect; another log was afterwards given out to inquirers. No further comment than a statement of the fact is necessary.

There is also much uncertainty as to the exact time lost in running south to clear ice, in sounding, &c. Fortunately none of these facts are very important, since the trip has been abnormally lengthened to a much greater extent by the other causes mentioned. All due caution is certainly praiseworthy. Such is the general issue of the voyage.

The narrative of the trip, and the engineering results, appended at some length, will exhibit the basis and fill up the details of the first-named conclusions.

NARRATIVE OF THE TRIP.

THE DAY BEFORE STARTING.

SATURDAY, June 16, 1860.

It was confidently believed that the vessel would sail at high tide this afternoon. Circumstances, however, decidedly unavoidable—a forecastle full of at least hilarious firemen, the approaching darkness, the narrow Solent choked with shipping, and the rugged spurs of the Needles, capped with mist and storm before us—most properly detained her. So night is again creeping over the great hulk, and clouds hung about her, silent and gloomy as on the brow of some sea-beaten headland. But within her iron sides, in brilliant and gilded apartments, expanded and multiplied by mirrors into endless suites of saloons, music and wine are making the night merry.

The day has not been without incident. Our party left Southampton at 9 o'clock. The great ship, five miles below and looking like any other steamer a mile away, gradually loomed up before us, filling the horizon, as the Lilliputian tug hovered under her lea. The appearance of the ship has been somewhat improved since I last saw her. A white ribband, 27 inches wide, has been painted entirely around her, some ten feet below the top of the bulwarks. The paddle boxes above the bulwarks, the five chimneys and the six masts are changed to cream color. All this lightens the vessel, but she needs no illusions to heighten the beauty of her lines. The stern, round, and so far American, but not hemispherical, and so far not American, is the only feature of the general outline not entirely graceful. But the roughly-painted imitation of an old-fashioned gallery around it, is decidedly suggestive of deformity, and is quite as appropriate on a modern ship as would be the square bow of Anno Domini 1660.

I proceeded at once to row around the vessel, to measure her immersion and that of her propellers, and to observe as far as possible, the state of the ship's bottom. The draft forward was 21 ft., 6 in., and aft 26 feet. The immersed section, etc., will be mentioned farther on. The figures marking the immersion on the stern, have been painted over; those on the bow remain. But I may remark that my measurements are entirely accurate, having been made, not from any marks on the ship, but from working drawings on board, in the possession of Mr. NORMAN SCOTT RUSSELL. As far as I could reach down with an oar, say 7 feet, (and I could see down 6 feet at the bow) a sort of moss, from half an inch to an inch long, adhered quite firmly to the bottom, in most places; a rough slime covered other parts. The entire bottom was pretty well cleaned three weeks ago, by dragging brushes fixed to planks, fore and aft, by means of two steam-tugs on either side, in the usual manner. Weeds four feet long came off at that time. Divers have not discovered anything but the slime and moss mentioned, since this operation, and more of it is near the water line than below. That this will affect the ship's speed a few knots per day, will not be doubted, but exactly how much, cannot of course be estimated.

The morning was fine and propitious. Yachts and tugs, not indeed in schools, as when we left Deptford a year ago, for who believes in *Great Eastern* advertisements, were manœuvering in Southampton water; the *Pera* steamer, with the East Indian mails; the *Oressa*, on a trial trip, and the Royal Mail Company's *Parana*, now chartered by the Irish American line, and bound for New York *viâ* Galway—large steamers all—were looked down upon from the lofty decks of the leviathan.

The most striking feature of the vessel, to the casual observer who has been a reader of London newspapers, was her *identity*. Where the $300,000, the cost of "material alteration" have gone, can be only discovered after a more critical examination than I have yet made. A facetious friend observes, "paint a newspaper reporter's berth another color, and next morning it appears in a column article, how 'this splendid vessel having been entirely refitted, and completely redecorated, at an almost fabulous expense, and with an eye to combined safety and elegance which reflects the highest credit upon her able and gentlemanly proprietors, is now prepared, etc., etc.'" The ship is full of rubbish, but mostly of a movable and stowable character. Much of the light wood-work about the decks is unfinished. The engineering exploit of the morning is getting the auxiliary screw-engines to work—their first appearance on the practical stage.

But most of the engineering has been of a mixed moral and immoral character—the final settlement with and enrollment of firemen and sailors and the suggestively hilarious spirits of many of them, prompting various idiosyncracies of demeanor, among which the following row was peculiarly unique. The boatswain, a stalwart tar, was discharged yesterday for maltreating firemen, and returned to-day to show them that he still lived. Being forbidden to tread again the broad arena of his more than imperial tyranny, and descending the ladder to the hulk alongside, bowed but not crushed, a Herculean fireman grappled him by the throat. In an instant both were over the railing in mid air, while during the short descent, the sailor shook off his assailant, and pitched him into the ultimate scuppers of the scow. The action now became general; grim figures struck out with Benician lunges, while peacemakers tugged at promiscuous coat collars, and the screaming wives of the sons of Vulcan threw themselves into the middle danger. By a desperate jump, the man of storms reached the guard of a tug alongside the hulk; the man of fire came tumbling after, dealing blows; both sprang into rude collision over the intervening sea, and for a moment disappeared from the vulgar gaze. Now the boatswain swims for a neighboring yawl, and the fireman, shark-like, strikes out in his wake. But their ferocity is tempered by Southampton water, and both are glad to get fished out alive.

Mr. SCOTT RUSSELL, and other guests, left us at noon; at 4 o'clock the last of the passengers came down from Southampton, and soon after, the "venturesome" handful composing our company alone remained. At about 3 o'clock a severe thunder-storm came up, and poured out its wind on the careening yachts, which skulked back to their moorings, and its drenching rain on the passengers of those most miserable scows, which, in these waters, are facetiously called "passenger steamers" or "packets." But it was a grand scene from our lofty paddle-boxes; the same wind sweeping the ruins of Netley Abbey, whistling through the rigging of the *Great Eastern*, and then roaring among the sturdy branches of the New Forest, far away on the lee.

The fires were started at 11:30 o'clock, and the boilers kept under steam, with banked fires, all night.

FIRST DAY OF THE TRIP.

From 9:57 A. M., Greenwich time, Sunday, June 17, to 12 noon, Ship's time, Monday, June 18.

Very early in the morning, the long lines of sailors and firemen on deck, finally answering to their names, the tug alongside to slip our cables for us, the smoking chimneys, and the safety-valve pipes, with their white feather of steam, gave sign of final starting. But the leaden sky, and a half gale from the N.N.E., were not so promising. The lower ends of the cables forming the moorings, were finally secured to the tug under our bow, the pins knocked out, and at three minutes before 8 o'clock the ship was adrift. The tide was running up, but the contrary winds kept the ship's stern down so that she stood square across the channel. But a fore-stay sail soon brought her head round, and 12 minutes after 8 the engines were started, and the monster struck out for the New World. The lead was kept going from both sponsons—every officer was at his post—the pilot, with anxious eye, was measuring again the well-known distance and penetrating the mist for fresh landmarks—but the great hulk needed only a look, and followed the wave of his hand through the windings of the Channel. At 8:45, we were abreast Cowes, at 9:45 we returned a salute from Hurst Castle, and at three minutes before 10, we passed the Needles. The pilot, whose little boat was on the davits alongside, accompanied by Mr. BRERETON, the Company's Engineer, and another gentleman, soon after left us, causing a delay of eleven minutes, and at 10:57 the ship was fairly on her course. The great voyage was really begun. In Freshwater Bay, just east of the Needles, was a troop-ship ashore, where she had been driven by the night's gale—a decidedly sheerless sight.

The final embarkation—the real trial trip—the first ocean voyage—the test journey of a ship which has been the parent of more talk, speculation, wonder, and world-wide interest, than any craft that has floated since Noah's Ark—the very birth-day of the *Great Eastern's* practical career, could hardly have been accomplished with less ceremony and popular demonstration. One poor little faithful tug, which had come alongside to take the last messages and letters, with half a dozen shivering gentlemen on her paddle-boxes, followed us down to the Isle of Wight, reminding us, the few "fool-hardy" who were venturing on an "unfortunate and ill-fated ship"—clinging to the howling rigging under that Wintry sky—of the picture of "the last mourner," familiar to our youth—the drunkard's dog following his body—all alone—to the Potter's Field. One English cheer from the pilot's boat, as we cast it adrift, was the only sound of comfort. Under such auspices did the *Great Eastern* start for New-York.

But the grace with which the leviathan got her huge body under way—the apparently remarkable ease with which she obeyed her rudder like any other leviathan of the deep, and the noiseless regularity—almost instinct—with which her giant fins struck out for deep water, was the promising feature of our embarkation. The paddle engines, which always worked well enough to all appearances, have been perfectly balanced by counterweights in the wheels, and now run with such remarkable smoothness that while we were stopping for the pilot, all four great cylinders and their attachments actually moved gently back and forth by the action of the little two-feet waves on her floats. The screw engines have been considerably readjusted and work very smoothly, much more so than one would have supposed possible when listening to their thundering on the trial trip. The firing all day was not particularly good—the volumes of smoke pouring from the chimneys and the low steam pressure were evidence of it.

Portland Bill was passed at 12-40 P. M., Start Point at 5:30, and Eddystone lighthouse at 7:45. The afternoon was rainy with a wholesale N. N. W., and then a light W. S. W. breeze. The evening was remarkably fine. The ship had run out of the leaden clouds which still hung over the eastern horizon, into that peculiar clearness and freshness of atmosphere which sometimes succeeds a season of storm, the bold, dark headlands on our beam, stretching far westward into a soft, blue ribband of distant coast, splendidly contrasting with the smooth, deep water, and the golden brightness of the western sky. The whole circuit of vision was alive with sails. Twenty-three craft, two of them steamers, were visible from the paddle-boxes. Shortly afterward, 19 sail, the nearest of them rosy with the light of a glorious sunset, were in sight on our starboard bow. The night was quite calm, and passed away without incident.

The morning of the 18th was truly magnificent. The air was clear and warm, and the wind very light N. N. W., and afterwards S. E., the sea being perfectly placid for an hour or more—a rolling swell without wind or wave—dimples of every shape and size, gloriously blue, but without a ripple. Passing a ship near enough for a salute, our neighbor showed her numbers, whereby we might ascertain her name. A return of the compliment was hardly necessary on our part, for what benighted Down Easter would fail to recognize the *Great Eastern*. How magnificently we must have appeared from her deck, with our tremendous bulk and five belching chimneys, can be only imagined.

THE DAY'S RUN.

Latitude, end of first day	49° 27′ N.
Longitude, as posted, 78° 4′ W.; as corrected	84° 5′ W.
Difference of Greenwich and ship's time, minutes	31.6
Distance run, knots, as posted, 300; as corrected	285
Average knots per actual hour	11.36
Total distance from Needles, knots	300
Highest speed by log, knots	11.75
Average revolutions of paddle per minute, (24 hours)	8.64
Average revolutions of screw per minute, (24 hours)	29 18

SECOND DAY OF THE TRIP.

From 12, noon, Monday, June 18, to 12, noon, Tuesday, June 19, ship's time.

All the sails on the foremast, to wit: Foresail, foretopsail, foretopgallantsail, or upper topsail, as it is called in the absence of a topgallantmast, and forespenser, the three former square sails, and the latter a fore-and-aft or schooner sail, also three other spensers, were now set to the southeasterly breeze—not so much to aid particularly in her locomotion as to initiate the men in handling the heavy canvas. The wind steadily increasing, however, they pulled well. The ship began to roll slightly—not enough to be noticed without special observation. An ordinary ship would, of course, have rolled quite decidedly. At 3 P. M. it became cloudy, and at 5:30 it began to rain. Both wind and rain increased, and by 9 o'clock the meteorological aspect of things was disagreeable. The wind had shifted more to the northward, so that the square sails on the foremast would not fill well; and at 10, the foresail and comparatively light foretopgallantsail were taken in. But the great foretopsail, away up so high from the water—that extra thick and tremendous expanse of canvas, flapping in the fierce gale—was not so tractable, and the whole night was spent by an army of sailors, quite unused to such dimensions, and a little nervous, withal, in furling it. The running rigging does not work as smoothly as it doubtless will in time. The sailors say that the American fashion of rigging works much more easily, and will enable fewer men to do the work, as more of it is done from the deck. It may also be remarked that the men do not so far work particularly fast or in concert. About 12 knots an hour were made by log all night. It is probable that the aid by sail is not as great as the wind will allow, but no one questions the propriety of not spreading too much when the wind is likely to haul to the westward, and while the sails are yet not easily managed.

Although the sea had not risen to a great height, nor the wind to that degree of ferocity for which the North Atlantic is famous, yet the scene on deck about 1 o'clock was truly terrific. The wind was hard upon the precincts of a gale, and the ship was rolling as nearly as could be estimated in the darkness, some 18 degrees to leeward—a very moderate and easy, but still decided roll, the blackness of the darkness, the howling and shrieking of the wind through the forest of spars and ropes, the blinding rain, the shouting of a hundred sailors away upon the foretopsail yard and the neighboring spars, tugging at the stubborn canvas, the thundering of the loosened sails, the dingy figures of men clambering up and down the shrouds—the very fact that the great spar—as high as a church steeple—hanging far over the yawning waves, was crowded with human beings—all this on such a ship and on such an occasion, caused not a little nervousness on the part of the timid, and considerable enthusiasm on the part of your correspondent. But the unpoetical sailors laconically denominated this interesting occasion as simply a "nasty night," while the most noble vessel did but relish a little northeasterly breeze, as she left the regularly run knots behind her.

Another little accident in the middle of the night was pronounced by those whom it wakened out of dreams of shipwreck as peculiarly stirring. Some hundreds of empty ale-bottles broke loose from their moorings, and came down on the paved floor of the passage between the fore and aft saloons with a crash which reverberated through the iron caverns "as if the whole engine had been ripped right out of her," as one of the witnesses of the wreck graphically described it.

On the morning of the 19th the wind was what clipper skippers would call a double-reefed-topsail breeze, if not stronger. The ship rolled 7 degrees to leeward, and made 5½ complete rolls, up and down, in a minute. It was still cloudy, but the rain had ceased at 4 A. M. At 8 A. M. the two forward and the mizzen spensers and the fore stay-sail were set, and shortly after, the spanker, or the fore and aft sail on the jiggermast, or last mast. At 11 A. M. the clouds had broken, and soon after the day was splendidly bright and sunshiny, but the wind was still strong. The paddle-wheels rolled a little out of water this morning and during the night. The reckoning, showing 340 miles sailing since ship's noon yesterday, at first elated everybody at the prospect of a remarkably quick passage. But when, upon calculating the revolutions, slip of propellers, etc., we found she had gone 2 *per cent. faster than the engines*, the state-room of our particular engineering party was the scene of profound unhappiness. This subject will be treated further in the engineering report, showing, we believe, a lamentable idiosyncracy on the part of the navigators.

THE DAY'S RUN.

Latitude end of second day	48° 41′ N.
Longitude end of second day	16° 12′ W.
Difference of ship's time since noon yesterday	29° 06′
Difference of ship's time, first reckoning	33° 02′
Distance run, as corrected	296
Average knots per actual hour, corrected run	12.08
Average knots per actual hour by first reckoning	13.849
Total distance from Needles	640
Highest speed by log	13
Average revolutions of paddle	9.26
Average revolutions of screw	30.70

REMARK.—The average actual speed was greater than any speed reported by logs. The logs were pronounced out of order, and unreliable with wind and sea after us, and were changed. See notes under Engine Reports.

THIRD DAY OF THE TRIP.

From Noon, Tuesday, June 19, to Noon, Wednesday, June 20.

The weather is very fine. A considerable swell for other ships, rolled this one to a degree hardly noticeable to persons not looking for it. The pitching has not been perceived since we started, except by specially watching for it, and pitching is the motion of all others which causes sea-sickness. The real height of the swells can only be seen from the sponsons, such is the height of the deck. During our half gale, or gale, as it may be called out of sailor's hearing, no person experienced these disagreeable sensations at all, except one young man of 17, who had never been at sea before. His indisposition, however, did not keep him from the table. There is no disagreement among us all about the fact that in a small ship, every passenger would have experienced the extremest sea-sickness on the night of the 18th if at all on the trip. But we have not seen very heavy weather yet. It is only proved that on average Summer passages, the great ship overcomes the chief and universal objection to ocean traveling. A little sail was set, but the wind gradually subsided, and it was taken in at 6 o'clock. The afternoon and evening were very fine and almost cloudless. At 8 P. M. a light N. N. W. breeze sprang up, the remnants of the northeasterly gale having died away. Our small company—forty-two passengers—is quite lost on this huge vessel. It is a very easy matter to take a lonely and contemplative walk, these fine Summer evenings, about our acre of door-yard, for such is the area of our play-ground. The sponson beams or guards seem to be the favorite places of resort; they will well nigh hold all of us. Standing fifteen feet *outside* of the vessel, and watching her giant bulk gliding through the sea, which she scarcely seems to ripple, is a sight so decidedly indescribable that I would advise your readers not to be content till they witness it. The shape of the vessel and its results are indeed wonderful. She is, as is well known, concave from the bow aft, on the water line, hollowing in some three feet, not with a parabolic curve, but on Mr. SCOTT RUSSELL's celebrated wave line, which is better. The result, as may be seen from the sponson beams, is, that *at her highest speed the vessel does not raise a perceptible wave.* And at the stern, the surface of the water is entirely smooth as far as affected by the movement of the vessel. The paddles, of course, raise following waves of their own, which by the way have been discovered by the author of the wave line to be of constant lengths, whatever their height, at given speeds and the lengths of which have been tabulated by the same engineer, so that the speed of the ship may be calculated from them, and is so calculated daily by one of our party. The philosophy of the hollow line is now pretty widely known; it is giving the water the slightest side impulse at first, and following it up by an increasing angle, the presence of which, added to the momentum already imparted to the water, becomes constant and uniform, so that an equal force is exerted on the water by the whole of the fore or entering part of the ship, and not by the extreme bow alone, as is the case with blunt vessels. The same principle applies to the hollow stern; the water falls back against it with a uniform velocity, which prevents the water *level* from being disturbed, and the ship from running up hill.

The day has been without incident, so much so that the report of a shark on the starboard bow (not visible to the unaided vision) was the source of some excitement at dinner, and a great many fish stories for dessert.

The screw is to-day beginning to show the top of its blades above water, which causes a slight vibratory motion in the ship, not perceptible when it is entirely immersed. At evening several sails were in sight at a distance. An emigrant ship, decks crowded with people, to see the great sight, passed quite near us. All night the wind was light, with some showers of rain, and very little sail was set. The early morning of the 20th was squally, with clouds and sunshine. Before noon the day was very bright and magnificent—wind and sea light—no sail set.

THE DAY'S RUN.

Latitude, end of third day	47° 40′ N.
Longitude, end of third day	22° 54′ W.
Difference of ship's time since yesterday noon	26.8 min.
Distance run	276
Average knots per actual hour	11.29
Total distance from Needles	916
Highest speed by log	12.5
Average revolutions of paddle	9.478
Average revolutions of screw	31.23

REMARK.—The slip of the paddle to-day would have been 19 per cent., supposing the distance run as reported to be correct, which is impossible. Ten per cent. was probably nearer the actual slip.

FOURTH DAY OF TRIP.

From Noon Wednesday, June 20, to Noon Thursday, June 21.—Extremely fine and sunshiny all day, with Northwesterly light studding-sail breeze till evening. Both screw and paddle are going faster, partly on account of decreased immersion; the former is making 35 and the latter 10½ turns. The trim of the ship—several feet by the stern—is not deemed right for her best working, so the guns, weighing two tons each, rope, sails, chain-cable and other heavy movables are now being shifted from stern to stem. It is proposed to move 170 tons in all, but this will not probably bring her down forward more than an inch or two. The desired effect could of course be produced by filling some of the fore lower compartments with water, but this, increasing her total immersion, would hardly aid her speed. The firing is decidedly bad occasionally, though fair in some of the furnaces at times. The flame in the furnaces is more red and less white than it should be, and the smoke after firing occasionally rivals that of the Lake Erie boats, which, it is said, can be sliced off with a knife. The bad combustion of course considerably increases the consumption of fuel, but what is worse, it doubtless increases the liability of fire in the wooden funnel casings. When combustible gases are consumed where they ought to be—close to the bed of the fire—all the heating surfaces of the boiler are before them to take up their heat. But when they are allowed to burn in the chimney—having not sufficient air admitted to them in the right place—their heat is not only wasted, but most dangerously applied. It is highly probable that some combustion is allowed to take place in the chimneys—there is certainly room enough for it. It is certain that combustion takes place occasionally at the chimney tops, but this is likely to be carbonic oxyd, since there would not be heat enough 90 feet from the furnace to set carbureted hydrogen on fire. The coal, Welsh and English bituminous, mixed, is not, I believe of the first quality. It does not burn brightly and freely. The funnel cases are doubtless too near the funnels or chimneys, if no better protection against the radiation of the latter, than iron and zinc air casings are to be applied. Linings of plaster of Paris, together with much ventilation through the casings, would with better firing make all safe enough. At present, considerable fear by fire is felt by all—not that it could do much damage, for the means of throwing water are sufficient to flood the ship, and are kept under constant supervision and control. The grand saloon, through which both the paddle funnels pass, is made very hot by them now; in warmer climates, they would be insufferable without better ventilation. And the paint is beginning to crack from their finely decorated glass casings. On the whole, and with this single exception, the ship is peculiarly safe as to fire. At the time of the explosion during her first trip, all the coals in the furnace were blown about the stoke holes, and loads of splinters thrown in among them. There is no wood-work adjacent to or in reach of the boilers or furnaces. And should fire originate from other causes, there is so much iron work—much of it double, leaving a stratum of air between—that a conflagration would be repeatedly checked without the aid of the pumps.

The easy steering of the ship cannot be too much admired. Six men only stand at the wheel in fair weather, and they do nothing but stand most of the time.

The great subject of conversation among the passengers is the speed of the ship. I can hardly compute the amount of wine wagered on every side of every question concerning it. The passengers are beginning to get into thick weather about the inconsistency of the reckoning for the last few days, and since bets are therefore a matter of the merest guesswork, their latitude and longitude is amusing. The runs for the last three days being posted as respectively 300, 340 and 276 knots, bets were offered and taken that to-day's run will not exceed 360, 340, 330, and even 310. Two to one is offered and taken that she will not arrive at Sandy Hook on Tuesday, P.M.; 4 to 1 that she will not arrive on Tuesday noon; and there is plenty of champagne pending as to her arriving Wednesday morning and Wednesday afternoon. Comparatively, I am happy to state, the *Adriatic* is talked of as *the* ship of the day. The *Persia* and *Vanderbilt* are merely referred to in respectful remembrance. The *Adriatic* left Cowes on Wednesday, and is on our track. Whole vineyards are expected to change hands, both if she does and does not make a better passage than the *Great Eastern*. The whole question of the *Great Eastern's* speed, however, will be considered in another part of my letter.

Several vessels have been visible on the horizon. One large ship, with all sail set, came within hailing distance—a fine sight *per se*, but we are so very much finer, we fancy, that we do not condescend to enjoy it. One small vessel appeared for a few moments on our port bow, and then vanished out of sight. The facetious young man before mentioned, observed that in her skipper's log might be found inscribed: "Latitude what-you-may-call-it N., Longitude so-and-so W.—passed a large volcanic island bearing N. E., in a state of violent eruption; five craters. Strong easterly current of sudden origin drifted us rapidly out of sight." That some of the down-Easters have seen the sea serpent *now*, there can be no question. At 6 P. M. the sky became overcast, and looked "blowy," and before dark a breeze sprang up from the S. W. which brought showers, and filled our sails all night.

I wish I could give an exact picture of our grand saloon and the adjacent ladies' saloon at evening. It closely resembles a suite of brilliant apartments in a great metropolitan hotel, with gentlemen and I regret to say, too few ladies, lounging on its elegant sofas, gazing at its beautiful decorations, and listening to excellent amateur and professional music. Two professors of the art are discoursing most excellent melody with piano and bugle, while our captain, an elegant performer on the flute, is loudly cheered when he takes his turn at a considerably smaller variety of wind instrument than the foretopsail which engrossed his not less earnest attention a few evenings ago. Several of our company are good vocalists, and on the whole, the musical department of our entertainment is decidedly in keeping. Let us fancy the *three other* suites of saloons in this floating hotel, decorated, lighted, peopled and enlivened by music and dancing, before we fill up the scene in our imaginations.

The morning of the 21st was a little thick, with a wholesale W.S.W. breeze, which soon changed to light N.W., bringing clear weather, except some fog on the horizon, and requiring the furling of all sail before noon. There are two men on the bow, and one on each paddle-box, on the watch, besides the officers. A whale was seen blowing on our port bow. Observing the ship for a few moments, he retired in disgust.

We took the extreme side oscillations of the ship this morning, by an improvised pendulum, and found them to be 8 degrees 9 minutes each way, each complete port and starboard roll occupying a fifth to a sixth of a minute. The fore and aft oscillations or pitches were 1 degree 3 minutes each way. This is the next thing to standing on an even keel. Had the vessel been exactly in the trough of the sea, she would doubtless have rolled more, but the swell being diagonal—on our port bow—her length partially covered several swells at a time. A 300 feet vessel would certainly pitch to a very sea-sick degree in our present long swell—not to speak of rolling—a longer swell, I think, than we had on the night of our half gale. Some persons are much surprised that the ship rolls slightly—that it rolls at all—when no swell is visible—when the roll of a short vessel would not be much noticed. The fact is that the great ship *rolls* over a long flat indulation which a short ship would *rise upon bodily*—she ferrets out a long swell which a short ship cannot appreciate.

THE DAY'S RUN.

Latitude	46° 16′ N.
Longitude	30° 03′ W.
Difference of ship's time since yesterday noon	28.6′
Distance run	304
Average knots per actual hour	12.42
Total distance from the Needles	1,220
Highest speed by log	15
Average revolutions of Paddle	10.095
Average revolutions of screw	34.46

FIFTH DAY OF THE TRIP.

From Noon June 21 to Noon June 22.

The afternoon was cloudy and rather thick on the horizon, and the wind changed to the N. N.W. and N., whence it blew after a strong wholesale fashion, enabling us to get out quite a spread of canvas. Everything about the sailing department of the vessel works stiff and slowly, while in case of such changeable wind, sails should be got out and in at short notice to derive much benefit from them. I have already mentioned that some fifty men were seven hours furling the foretopsail in not a very severe gale. It requires from 20 to 30 minutes to get a sail fairly spread. The men do not work very sharp, probably, yet there are not enough of them to do the thing clipper fashion, so long as old style of rigging and physical force are to take the place of recent improvements in blocks and reefing and furling arrangements, and steam power. We have 120 sailors, all told, 140 being the complement before. And when there is plenty of donkey engines all over the ship, I confess that I am not sailor enough to see why their power should not be used to some extent, largely facilitating work and saving cost. There is another bad point, I think, about the rig of the vessel. No main sail is bent on, and there are no yards on the after main or on the mizzen masts. Top-gallant-sails or upper top-sails are the highest on the fore and mainmasts. Now there is plenty of room for a top-sail on the foretrysail-mast, for a royal on the mainmast, for four square sails on the after mainmast, and two or three on the mizzenmast, besides one on the jiggermast. This altogether would make a spread of above 6,500 square yards—almost if not quite a clipper rig, and certainly more canvas than the fastest auxiliary screws carry. It is well known that the *Himalaya* and the *Great Britain*, for instance, have run at least 16 knots under canvas, dragging their screws. Here, then, would be an unrivaled opportunity to save coal, or, in some cases, to work wind and steam together at a tremendous speed—by rigging the 6 masts to their full capacity. But it may be remarked, and, perhaps, correctly, that no such amount of sail is wanted; that with 7,000 to 9,000 indicated horse-power, and both paddle and screw, it is best to depend on steam almost entirely, for the purpose of dispensing with a large crew and preventing the healing over of the ship and pulling the windward wheel out of water, etc., etc. Why, then, drag these enormous spars about, against every head-wind? Why carry all this weight and top-hamper? If fore and aft sails only are required, six spars like our jiggermast are abundant.

The manner of setting sail is quite amusing. A dozen men on a common steamer, with their "ho-o" and "o-hoy," "ye-ho-oy," and various ululations indicative of a strong pull, are very tame beside the rude opera which I verily believe blows all the wind out of our men, as they appear to tug at the hemp. First some forty sailors lay hold of the rope and walk off with it, stamping in time to the tune (blast) of "Wait for the Wagon," or other popular airs, on a cracked cornet-a-piston, till it pulls pretty hard, when a more exhaustive style of music becomes necessary, and the fellow of the brass instrument fades away like a Chinese cracker before a 32-pounder. When all is ready, some 6½-footer with a cast-steel pharinx begins, in a voice whose vibration neutralizes the jar of the screw, and the forty sailors, with lungs that would blow a blast furnace, join in a pull at the last vowel of the chorus, and at the rope, as follows:

6½-footer—"My Tommy dear, he's gone to sea,
Sailors—Ho—ei—yeO." (blast and pull on the O.)
6½-footer—"Oh! I love him and he loves me,
Sailors—Ho—ei—yeO."
6½-footer—"Oh! shake her up my jolly boys,
Sailors—Ho—ei—yeO."
6½-footer—"Oh! shake her up and put her through,
Sailors—Ho—ei—yeO."

This lyric has, I believe, 144 verses, and it is one of a thousand, of which the following is equally dismal and popular:

Leader—"Adieu, my Johnny Boker,
We'll haul and roll him over."
Sailors—"Adieu, my Johnny Boker, O," etc., etc.

It will be observed that the actual force exerted on the rope, the whole being measured in horse-power, is much less economical than that of the paddles. The slip of the latter should be some 9 or 10 per cent.; that of the former is about 99.

We passed and saluted an American clipper ship this afternoon, some two miles off, with every stitch of canvass straining under the stiff northerly breeze, and lying over to the leeward in magnificent style. I think this is the first vessel we have complimented with recognition.

Dinner occurred for the first time in the first after saloon—the state apartment being rather warm. Forty-four persons sat at table. The dinner service is quite elegant—silvered covers—white plates with a cable round the edge, and the *Great Eastern* under canvass, beningly observed by Britannia and the lion from the shore—all in blue, and dessert plates with the same device in gilt.

There is a decidedly heavy swell this afternoon from the southwest—the remains of a considerable blow which we missed—the heaviest waves being perhaps 10 to 15 feet high and 209 feet apart. The *Great Eastern* being very light, and high out of water, felt it considerably, as follows: The complete rolls, port and starboard, averaged at the rate of 5½ per minute. The extreme oscillation to leeward was 13° 10′, and 8° 4′ to windward. The complete pitches, up and down, were at the rate of 7½ per minute, the extremes being 3° 35′ each way. This would be considered quite light in small ships, and is not heavy enough to move about or overturn any sort of table service. The view from the extreme bow is very fine. The ship's length and the height of the waves together leave her round fore foot out of water 10 or 12 feet back of the stem, and then bury it to the hawseholes in the extreme stem, which, filling with water, became a fountain on the alternate rise. The stem of the ship throws off no perceptible wave, but merely turns up two beautiful sheets of spray. Their resemblance to white wings and delicate feathers, with their concentric elliptical lines of drops, is very remarkable. The screw is showing its blades some 6 inches out of water, as the ship pitches, but the screw engine does not race, on that account, enough to require the governor or throttling. The windward paddle wheel does not roll out of water as much as I expected. The same angle of inclination lifts it twice as much as in the case of a common steamer, but the waves seem to follow it up and give it as good a chance as they give any wheels to take hold. Surely, the sea is very accommodating, provided its visitors conform to its laws. The smallest dingy, the man-of-war and the *Great Eastern* may ride securely, if they will only roll and swing over its billows; but the moment anything attempts to stand up like a rock there is eternal warfare, and the headlands themselves crumble and recede year by year before the resistless power of the ocean. Nothing better proves the excellence of this vessel's model and proportion than the fact that she is not like a rock, but conforms in every particular to the laws of the waves. The compromise between absolute steadiness and sea-sickness must always be a question of size and *nothing else.*

Towards evening, the wind had veered round from northwesterly to northeasterly, and all our fore-and-aft sails, and the foresail and foretopsail were spread. But the breeze shifted so much westerly again, that they were soon taken in—in rather better season, this time. Some sail was out all night, but it did little good, as the revolutions—the metres of its effect—were not increased. We overhauled and passed a clipper bark before dark. The whole day was cloudy.

The morning of the 22d was rainy and cloudy, with a wholesail breeze, decreasing, however, dead ahead. The swell had decreased somewhat, and little motion could be perceived in the ship, without special attention.

THE DAY'S RUN.

Latitude	44° 50′ N.
Longitude, as posted 36° 14′ W., as corrected	36° 22′ W.
Difference of ship's time since yesterday noon	24.75
Distance run, as posted 276, as corrected	280
Average knots per actual hour	11.15
Total distance from Needles	1,496
Highest speed by log†	15
Average revolutions by paddle	9.656
Average revolutions of screw	33.72

†The log is simply peculiar.

NOTE.—The speed made by the paddles was 17 knots more to-day than it was day before yesterday, when the reported distance run was also 276 miles.

[*Continued on Eighth Page.*]

FROM EUROPE.

The News by the Great Eastern.

THE CONFERENCE OF SOVEREIGNS.

Continued Embarkation of the Royal Troops at Palermo.

AID FOR GARIBALDI.

The Policy of France and Sardinia Not Yet Settled.

The steamship *Great Eastern*, which left Southampton on the 16th of June, arrived here yesterday morning. Her performances on the voyage are fully noticed elsewhere. Her advices have been partially anticipated by the *Canada*.

The *Anglo-Saxon* arrived at Queenstown on the 13th inst. She should have called at Londonderry, but the captain found too much ice and fog to be able to return in that direction. She arrived at Liverpool on the 14th June.

The *Bavaria* arrived at Cowes on the morning of the 14th inst.

THE SICILIAN INSURRECTION.

Reinforcements for Garibaldi—Official Proclamations, &c.

There is nothing of special importance from the scene of operations in Sicily. No new movements had been made by Garibaldi. Reinforcements in great numbers were leaving Genoa. A dispatch dated at that city on the 10th of June, says:

"On the evening of the 8th another expedition left Genoa, composed of four steamers, three of which were French, but all sailed with American colors. Three other American clippers are also preparing to embark volunteers for Sicily. The expedition which has already left took not less than 3,000 volunteers, of which there are so many collected at Genoa that it is impossible for the Committee to provide them with transport accommodation. Steamers are expected from London and elsewhere, chartered by the patriotic commission. Col. Medici and other officers of the Chasseurs des Alpes organise these expeditions. A great number of young men of the most noble families have left Genoa to join Garibaldi. The patriotic committee is provided with ample funds."

A letter from Genoa, of the 9th inst., in the *Indépendance Belge*, says:

"A great number of volunteers left Genoa to-night for Sicily. No less than five steamers and three sailing vessels were required to convey them. I think there must have been at least from 6,000 to 7,000. Most of them had a rifle, or musket, and fifty-five cartridges. There was embarked besides, a large store of arms and munitions and 600 barrels of powder. This time the embarkation took place near Conegliano, and the place of assembling was in the grounds of Ara Pessoni. During the whole of the day Genoa swarmed with volunteers collected from all classes of society, including the highest. The constant movement and the variety of costume gave a most picturesque and animated appearance to the town. In the evening all the carriages in Genoa were seen moving in the direction of the gate of the Lantern, towards the place of embarkation. The omnibusses were all in requisition, and everybody was on the spot in good time."

MARSALA, Friday, June 1.

One hundred men landed at daylight from a small steamer. A Neapolitan war steamer appeared shortly after, but too late to fire upon them. These men, besides their own arms, brought 4,000 rifles, abundance of ammunition, and money. On the 2d of June 2,000 men landed from two steamers, and, joining the other body, marched either on Trapani or Palermo. They are all supposed to have come from Genoa.

On the 2d some provisions of Garibaldi were stopped by the troops coming into the city. Next day he retaliated by seizing a number of waggons and forty mules laden with biscuit, passing from the castle to the palace. On examining them, ammunition was found underneath the bread. Great enthusiasm in favor of Garibaldi prevailed in the city, and ladies were seen collecting linen for the wounded.

The embarkation of the Royal troops from Palermo continued. The town was still barricaded.

PROCLAMATIONS OF GARIBALDI—THE PROVISIONAL GOVERNMENT.

ITALY AND VICTOR EMANUEL.

Joseph Garibaldi, Commander-in-Chief of the National Forces in Sicily, by virtue of the power conferred on him, decrees:

Art. 1. Out of the lands of the communal estates to be divided, in conformity with the law, among the citizens of the commune, every one, without drawing lots, shall have his allotment who shall have fought for his country. In case of the soldier's death, his privilege shall pass to his heir.

Art. 2. This allotment shall be equal to that which shall be set apart by drawing lots for every head of a poor family. Nevertheless, if the lands of a commune are greater than the population wants, the soldiers or their heirs shall obtain a share twice as great as the other persons sharing.

Art. 3. If the communes have no land of their own, they shall be supplied with land from the domains of the State or of the Crown.

Art. 4. The Secretary of State is charged with the execution of the present decree.

G. GARIBALDI,
FRANCESCO CRISPI, Secretary of State.
Palermo, June 2.

ITALY AND VICTOR EMANUEL.

Joseph Garibaldi, Commander-in-Chief of the National forces in Sicily, &c., considering the decree of May 14, on the Dictatorship, decrees:

Art. 1. A Governor is instituted for each of the 24 districts of Sicily.

Art. 2. The Governor will reside in the chief place of the district, and wherever circumstances may require his presence in the commune that shall be deemed by him best adapted for serving as a centre of his operations.

Art. 3. The Governor will reëstablish in every commune the Council and all the functionaries, such as they were before the Bourbonic occupation. He will replace by other individuals such as are deceased, or who from other causes may not appear.

Art. 4. The following will be excluded from the civic council, and cannot be members of the corporation, or comminal judges, or agents of the public administration:

(a.) All such as shall favor, directly or indirectly, the restoration of the Bourbons.

(b.) All such as have filled or do fill public situations in the name of the Power now tormenting Sicily.

(c.) All such as are notoriously opposed to the emancipation of the country.

Art. 5. The Governor will have to decide on the grounds of incapacity as stated in the foregoing article, and in case of need will exercise the powers conferred on the district committees by the decrees of July 22, 1848, and Feb. 22, 1849.

Art. 6. The Governor will appoint in each chief place of the district a questor, and in each commune a delegate for the public safety; in the cities of Palermo, Messina, and Catania an assessor for each quarter.

The delegates and assessors will be, in the exercise of their functions, dependent on the questor, and the questor on the Governor.

Art. 7. The Governor will preside over all the public branches of the administration, and direct their proceedings.

Art. 8. The sentences, decisions and public acts, will be headed with the phrase, "In the name of Victor Emanuel, King of Italy."

Art. 9. The laws, decrees and regulations, as they existed down to the 15th of May, 1859, will continue in force.

Art. 10. All regulations contrary to the present one are canceled.

G. GARIBALDI.
F. CRISPI, Secretary of State.
Alcamo, May 17, 1860.

ITALY AND VICTOR EMANUEL.

Joseph Garibaldi, Commander-in-Chief, &c., decrees:

1. In every free commune of Sicily the municipality will have to ascertain the state of the local treasuries, and what small sums are there. A report of the same, signed by the Municipal Chief, the Treasurer, and Municipal Chancellor will have to be drawn up.

2. The tax on the articles of food, and every kind tax imposed by Bourbonic authority since May 15, 1849, are abolished.

6. In the communes occupied by the enemy's forces every citizen is bound to refuse to the Bourbonic Government payment of the taxes, which taxes from this day henceforth belong to the nation.

G. GARIBALDI.
Francesco Crispi, Secretary of State.
Alcamo, May 19, 1860.

AFFAIRS IN NAPLES.

It is officially stated that two steamers, having on board troops and ammunition, have been captured by Neapolitan ships-of-war.

The *Portafoglio* announces that several English men-of-war have been sent to Naples.

The Naples correspondent of the *Daily News* writes as follows:

NAPLES, Sunday, June 10, 1860.

Everything wears a warlike aspect here, and there is no lack of energy in making preparations for putting down the almost universal rising of the nation. Steamers come and go day and night—ammunition in great abundance and provisions are sent without ceasing; and that there is any necessity for the latter shows how completely the Government has lost the command of the Island. From one magazine alone, that of Scafati, 180 cantaria of powder have been brought over this week to Baia, for the manufacture of bombs—those amiable persuaders, those favorite counselors of the Bourbons. On all the occasions when any difficulty has presented itself in the form of an insurrection, I have never known this Government deficient in activity or energy. It is only when the real progress of the country is in question, and works of public utility are under consideration, that it goes to sleep. Had but one hundredth part of that energy and good will been exerted in time of peace for the benefit of the country [illegible] for the destruction of [illegible] property [illegible] lies would be in [illegible] different [illegible] the Bourbons would [illegible] firmly seated on the throne. At present everything is menacing, and tranquillity will not be restored until we have passed through a fearful crisis.

MALTA, Saturday June 9, (via Marseilles).

It is said that the English fleet, commanded by Admiral Martin, will to-day leave Malta for Besika Bay.

THE CONFERENCE OF SOVEREIGNS.

The Paris correspondent of the *Daily News* writes as follows in relation to the conference at Baden, in which Louis Napoleon was to participate:

PARIS, Wednesday Evening.

You have probably already heard that the interview which is to take place at Baden on Saturday, between Napoleon III. and the Prince Regent of Prussia, is attributed to the mediation of the Dowager Empress of Russia. I have heard, on good authority, that the Emperor said to the Dowager Empress at Lyons, "Madame, tell your illustrious brother that I am his friend. I think Prussia ought to be at the head of a united Germany, and I am ready to do for Germany what I have done for Italy." These words, which I firmly believe were uttered, confirm what I told you on Saturday last, that the Emperor goes to Baden to tempt the Prince Regent to play the part of Victor Emanuel. I should be criminally blind to everything which I see daily before my eyes if I were to suppress the fact proclaimed, not by the enemies, but by the friends of the Emperor, that he has a settled purpose to take not only the Rhine, but Belgium and Genoa.

The following dispatch appears in the London papers:

BERLIN, Thursday, June 14.

The Prince Regent left yesterday for Baden-Baden. Among those who accompany him is the Minister President, the Prince Hohenzollern.

FRANKFORT, Thursday, June 14.

The Prince Regent has reviewed the garrison. The King of Hanover is expected here to-morrow on his way to Baden-Baden. The Duke of Coburg is also expected this evening.

DRESDEN, Thursday, June 14.

The official Dresden *Journal* of to-day states that the King of Saxony, on the invitation of the Prince Regent of Prussia, leaves this evening for Baden, accompanied by his chief Equerry, Gen. Engel.

GREAT BRITAIN.

HOUSE OF COMMONS, Wednesday, June 13.

The House was engaged during the whole of the sitting, in Committee, in considering the clauses and proposed amendments of the Mines Regulation and Inspection bill, introduced by the Government; the discussion involving points of much interest, connected with the general principle of factory legislation, in relation to the employment of children in mines and collieries, the policy of any restriction upon their labor, their compulsory education, and the adoption of an educational test as a condition of employment.

Before the second clause had been agreed to, the time allotted to the discussion was exhausted, and the Chairman reported progress.

Certain bills were forwarded a stage, and the remaining business having been disposed of without debate, the House adjourned.

HOUSE OF LORDS, Thursday, June 14.

The Duke of Newcastle, in reply to Lord Carnarvon, said that he could not assert the incorrectness of the newspaper accounts relative to the rebellion in New-Zealand. A dispatch which he had received from New-Zealand, as far as it went, corroborated the statements put forth in the public prints. He briefly explained what forces to suppress insurrection were on the spot.

HOUSE OF COMMONS, Thursday, June 14.

Mr. Lindsay called attention to the state of our reserves for the Navy, which were considerably below the numbers recommended by the Royal Manning Commission, and moved that "with a view to greater efficiency in war and less expenditure in peace, more prompt and effective measures should be adopted to complete the reserves of marines and seamen for Her Majesty's Navy."

Sir Charles Napier urged the keeping up of our Navy at any cost, instead of expending millions in coast fortifications, which would be useless.

Mr. Bentinck agreed with Sir C. Napier.

After some remarks by one or two other members, the motion of Mr. Lindsay was negatived.

Some discussion took place with reference to the Property and Income Tax, and the House then went into a Committee of Supply, when a vote on account was taken for the Civil Services, after a short debate, and the Committee then proceeded to discuss the Navy Estimates.

In the course of the discussion, Lord C. Paget developed a proposed scheme of retirement, promotion, &c., in the navy.

The scheme was discussed, and ultimately, the vote, which would have carried the adoption of the scheme, was withdrawn, and another vote of reduced amount substituted.

The House soon after adjourned.

THE QUEEN'S STATE CONCERT.

Her Majesty gave a concert on the 13th of June, to which a party of about four hundred were invited, among whom were the United States Minister and Mrs. Dallas.

DEATH OF MADAM GRISI'S YOUNGEST DAUGHTER.

The Brighton *Gazette* says, we are sorry to state that the cause of Mario and Grisi having been prevented singing on Saturday last, was the death of their youngest daughter.

The *Times* says: "The Government has chartered the *White Star* for the conveyance of reinforcements and stores to China.

NEWSTEAD ABBEY.

On Wednesday last, the Ancient Abbey and domain of Newstead, in the County of Nottingham, indissolubly associated in the public mind with the early life of Lord Byron, whose patrimony they constituted, were put up for sale. The largest offer was £120,000; the property, however, was bought in at the reserved bidding of £130,000.

The Report of the Commission on the Defences of the United Kingdom has the following: "The expense of the works recommended, or already in progress, including purchase of land, is estimated at £2,800,000 for Portsmouth and the Isle of Wight; £3,020,000 for Plymouth; £765,000 for Pembroke; £630,000 for Portland; £180,000 for the Thames; £450,000 for the Medway and Sheerness; £1,350,000 for Chatham; £700,000 for Woolwich; £335,000 for Dover; and £120,000 for Cork. The armament of these works they estimate at £500,000, and add £1,000,000 for floating defences. The total is £11,850,000; of which about a million and a half has been already authorized, though not voted."

The *Opinione* states that the new customs lines on the Savoy side are already organized. The first French line is at Lansburg, and the second at St. Jean de Maurienne. The Sardinian line is to be established at Susa.

AID TO GARIBALDI.

The Daily *News* says: A preliminary meeting was held at Birmingham on the 13th June, to make arrangements for a public meeting to express the deep sympathy of the people of Birmingham with the brave Sicilians, and to raise a testimonial to their noble leader, Gen. Garibaldi.

An Embassy from Morocco is expected in Paris towards the close of this week.

FRANCE.

The interview between the Prince Regent of Prussia and the Emperor of the French is fixed for Saturday or Sunday, the 16th or 17th. The Prince Regent will, it is said, first visit Dresden, to have an interview with the King of Saxony.

The Paris correspondent of the *Morning Post* says, the telegraph tells us that the King of Naples will shortly promulgate a Constitution; and the *Patrie* says, on the the basis of universal suffrage. Francis II. may give a dozen Constitutions, and yet fail to reconcile the People of the Two Sicilies to the Bourbons.

Garibaldi will not undertake anything in Sicily for some days to come. He is organizing.

There is no truth in the rumor that France is about to send a corps of observation to the Swiss frontier.

The *Moniteur* of this morning contains several decrees regulating the Customs administration and the military organization of Savoy and Nice. According to a project of law Savoy will form two departments.

A *Te Deum* has been sung to-day to celebrate the annexation of Savoy and Nice to France.

A grand review, at which the Empress and National Guard were present, also took place.

SWITZERLAND.

The Austrian Cabinet, in reply to the note of the Federal Council dated May 25, says that the general state of affairs does not permit Austria to take the initiative in the Conference.

PRUSSIA.

The Prince Regent, accompanied by his chamberlain and military suite, will leave at 6¼ P. M. on the 13th for Baden Baden.

The King of Hanover has arrived here, and had an interview of several hours' duration, with the Prince Regent. The King returns to Hanover.

The Berlin correspondent of the *Times* says:

"The Prince of Prussia was by no means willing to agree to the interview proposed on the part of the Emperor of the French, and it was only when the Prince was assured that the Emperor wished to make a special communication to him that he yielded."

AUSTRIA.

The Council of Ministers have unanimously approved the reëstablishment of the Ministry of Commerce and Public Works, as proposed by M. Von Plener, successor of Baron Von Bruck.

SAVOY AND NICE.

The deputation from Nice, taking advantage of the celebration at Paris of the annexation of Savoy and Nice, desired a mass for those who fell last year for Italian Independence. The priest refused upon the ground that the ecclesiastical ritual prohibits the celebration of mass for the dead during the octave of Corpus Christi, unless the body of the deceased person be actually lying in the building.

The Minister has presented a project for a new loan of 150,000,000f.

Marshal Vaillant has arrived and is lodged in the Royal Palace.

A telegram dated Chambéry, 12th inst., says: "M. Laity, delegated by the Emperor of the French to take possession of Savoy, is expected to-morrow in our town. The act of taking possession will be performed on Thursday. The troops which are to form the garrisons, as also the *gens d'armerie*, have arrived."

Advices from Milan of the 12th announce that Marshal Vaillant left Milan on the 12th.

The municipality of the town accompanied him. The troops of the National Guard were drawn up along the streets through which he had to pass, and he was greeted on all sides with enthusiasm and cheers.

A dispatch from Turin, of the same date, says: At Magenta Marshal Vaillant was received by the National Guard and the municipal authorities.

At Novara he was complimented by the Governor of the town.

At Arona the Marshal made an excursion on the Lago Maggiore on board a Government steamer.

TURKEY.

Sir Henry Bulwer has firmly pointed out to the Porte the necessity of repressing abuses, and said that upon such repression would depend the support of England. The Sultan has received these representations favorably, and has sent his portrait to the Ambassador.

RUSSIA.

A letter in the *Times*, under date of June 5, says: Anybody who wishes to be well received at the Court of St. Petersburg must not speak ill of the Emperor Napoleon. I cannot describe the joy felt among all classes when it was known the French Government was in accord with the Emperor Alexander on the Eastern question. The *Emperor Nicholas*, pierced for 120 guns, and the giant of the Russian navy, was launched the other day. She is to carry steel rifled cannon.

BY TELEGRAPH TO SOUTHAMPTON.

PARIS, Saturday, June 16.

The *Moniteur* announces the arrival of the Emperor at Baden. He was received by the Grand Duke. In passing through the town the Emperor met with a sympathetic reception.

NAPLES, Tuesday, June 12.

The Government was said to be organising a military manifestations in favor of a proclamation of a Constitution.

MESSINA, Sunday, June 10.

A secret Committee of this town is in correspondence with Garibaldi.

The insurrection in Calabria is denied. Catania is evacuated. Several officers, and a party of Neapolitan soldiers, deserted and returned to Palermo, whence they have been sent to Calabria. The state of the soldiery was wretched.

VIENNA, Friday, June 15.

The Austrian *Gazette* says, the Prussian Ambassador has officially announced to Count Rechberg the approaching interview of the Prince Regent with the Emperor Napoleon at Baden, and made such a declaration as to its object that all fears are removed.

FLORENCE, Saturday, June 16.

The report is current that Baron Ricasoli is about to resign the Governor-Generalship of Tuscany.

TURIN, Saturday, June 16.

M. Thouvenel is concerting with Count Cavour the line of policy to be followed by the Governments of France and Sardinia, in common, in reference to Sicilian affairs. It is said that dispatches received in Paris from Baron Brenier, state that a revolution is imminent in the Kingdom of Naples.

The mission of the Commander Demartino to the French Cabinet has completely failed.

MADRID, Friday, June 15.

The Senate has unanimously decided not to discuss the manifesto of Don Juan.

The cholera is confined to Malaga.

The friendly feeling between the Moors and Spaniards increases.

Political News.

LONDON, Saturday, June 16.

The weekly paper, the *Presse*, makes the following statements:

First—That the Great Powers have discovered a scheme on the part of Russia and France to give the Danubian Province to the Grand Duke of Leuchtenberg. The discovery of this secret arrangement had a great influence in occasioning the cold reception given to Prince Gortschakoff's proposal of an intervention in Turkey.

Secondly—Russia and Austria have refused to recognise the annexation of Tuscany to Sardinia. Prussia has escaped the obligation of a refusal by asking Count Cavour not to announce the annexation officially.

Thirdly—That the Emperor Napoleon it appears is about to claim as a compensation due to France in consideration of the new Territory which the success of Garibaldi will add to the House of Savoy, that Genoa, the province of Nice, and the island of Sardinia, should be annexed to France.

BERMUDA AND THE WEST INDIES.

Legislative Doings—The Prince of Wales—The Tariff—Departure of the Admiral—Seasonable Rains—News from the West Indies, &c., &c.

Correspondence of the New-York Times.

BERMUDA, Tuesday, June 19, 1860.

The Legislature of this Colony is now in session; but until the consideration of the tariff shall come up, there will be no subject of general interest in connection with its proceedings to communicate. The surplus in the treasury, at the end of the fiscal year, March 31, 1860, namely, £1,000 sterling, has been voted to provide a "proper reception" for His Royal Highness the Prince of Wales, should the Prince deign to accept the invitation of the House of Assembly to visit Bermuda before he finishes his transatlantic tour. Regarding the tariff I will keep you advised of the proceedings of our House of Assembly on that important subject. We derive the bulk of our imports from New-York, and your mercantile public may, therefore, be deemed to attach some interest to the fiscal legislation of this colony.

Admiral Milne sailed hence on the 13th inst. for Halifax in his flag ship the *Nile*, two-decker. The Admiral will await, at that place, the arrival of the squadron with his Royal Highness the Prince of Wales on board, and join it on its voyage to the St. Lawrence.

The drought from which we have been suffering for several weeks has been arrested by the fall of copious rains and the face of the country now looks very green and beautiful.

The West India mail has arrived, but the dates from the windward colonies are not later than the 26th ult. I gather the following items of news from that quarter:

At Barbados, 25th ult., the extreme sultriness of the weather formed the chief topic of discussion. Rain had not fallen for several weeks, and the dust in the streets was intolerable. A late Barbados paper says that "the eyes, nostrils, ears, the very pores of the skin seem to be taken possession of" by the dust, which was in constant agitation. Fever had shown itself at Bridgetown in consequence of the intensely hot weather; and the small-pox continued to linger in the same city. The old cane crop was nearly reaped, and at that date (the 25th) the shipments amounted to: Sugar, 23,403 hhds., 1,922 tcs., and 5,849 barrels; molasses, 5,840 puncheons, 209 hhds., and 250 barrels; rum, 189 puncheons and 228 hhds. Numerous arrivals from the United States with breadstuffs are reported. The latest was the *Henry Trowbridge*, from New-York, and the flour by her sold for $8 a barrel, duty paid. Corn meal, corn and peas were in good supply. Sugar was quoted at $3 25 to $4 25.

St. Vincent papers mention the arrival there of the Hon. Mr. Nesbitt, from Nassau, and his assumption of the Government. Bishop Parry had visited the island, and confirmed 374 persons.

Demerara dates are to the 28th ult. A new civil list, for seven years, had been passed by the Court of Policy. It provides that the Governor shall have £5,000 sterling a year (and a free house) instead of £4,000 as at present; the Chief Justice to have £2,500 a year; the Puisne Judges to have each £1,500 a year, and several other official good fat salaries. The Demerara legislators vote the public money with a lavish hand. The estimated expenditure of the Colony for the ensuing year, commencing 1st July, was put down at [illegible],462,000; being over [illegible] per head for every man, woman, and child in the Colony.

There is no other news worth reporting.

Yours truly, *,*

From Havana.

HEALTH OF THE CITY GOOD—STATE OF THE MARKETS.

The United States Mail steamer *Granada*, Capt. E. Howes, left New-Orleans on the 20th at 8 A. M., arrived at Havana on the afternoon of the 22d at 4 o'clock, and left the following day at 1 P. M.

The *Granada* brings a large freight and 200 passengers.

The health of the city and port of Havana was uncommonly good for the season.

Freights were in good demand, and business generally active.

From Matanzas.

COMMERCIAL INTELLIGENCE.

The United States Mail steamship *Matanzas*, from Matanzas on the 22d, arrived at Sandy Hook early yesterday morning. We are indebted to her Purser, J. E. Hubbard, for early delivery of our news packages.

The demand for Sugars (Muscovado,) since the 6th inst., has continued good; little doing, no stock being in first hands and prices do not advance, in consequence, no doubt, of the scarcity of vessels. In Clayed Sugar, sales of about 6,000 boxes have been made at 8¾c. for No. 12; no great demand for this class. Stock in first and second hands 70,800 boxes, and 4,500 hhds. Same time last year, 75,000 boxes and 9,000 hhds.

FREIGHTS—But very few arrivals since the 6th inst., and previous rates are not only sustained, but doubt not that the first arrivals will find ready freights at yet advanced rates. Last charters were Cowes, Falmouth, and a market, £2 10s.@£3. United States $6 50 ⅌ hhd., and $2 ⅌ box for Sugars; $3 50 ⅌ 110 gallons for Molasses.

Exchange in moderate demand—London 12½@13 prem; New York 1@1½ dis.

In Imports little has been done.

From Jamaica.

PREPARATIONS FOR A CENSUS OF THE ISLAND—MARKETS.

We have received our files of Jamaica papers to June 8. Relative to a census of the Island, the Kingston *Standard* has the following:

"It was the intention of his Excellency the Governor last Session to have proposed a bill for taking a Census of the population, but it having been officially communicated to him that Government would introduce a bill during the present session of Parliament, and which has actually been done, for a similar object in England, Ireland, Scotland, and Wales, his Excellency deemed it advisable to postpone the measure until he had an opportunity of consulting the British act, and adopting it as a model. There can be no doubt that his Excellency, in Executive Committee, will have a bill matured in readiness to offer to the consideration of the Legislative Council and Assembly."

Cases of typhoid fever were prevalent in Kingston and neighborhood; the weather was becoming oppressively warm.

Reviewing the business of the past fortnight, the *Mercantile Intelligencer* reports an advance in the value of many articles, and a general improved tendency in the market. There has been a speculative movement in flour, lard and candles.

AFFAIRS IN VIRGINIA.

The Richmond Convention—Large Defalcation of the President of the Richmond, Fredericksburgh, and Potomac Railroad Company—Fatal Editorial Street-Fight at Lynchburgh.

Correspondence of the New-York Times.

RICHMOND, Va., Monday, June 25, 1860.

At 12 o'clock, to-day, that portion of the Southern seceders who refused to go to Baltimore again assembled at Metropolitan Hall, and immediately adjourned until 5 o'clock, when, it was stated, they would be joined by the Baltimore seceders, but at 5 o'clock there was another adjournment, the seceders not having arrived.

The frequent meetings of this Convention, and its instantaneous adjournment, without a speech, resolution, or motion, except to adjourn, has disgusted the people here, and brought the whole affair into ridicule, so that, notwithstanding the events of Saturday, at Baltimore, were well known here, and the morning papers announced a meeting of the fire-eaters, not more than thirty or forty citizens and strangers were in the galleries of the Hall when the Convention adjourned. It is said that Mr. Yancey will address the Convention to-morrow. Of course, he will present the extreme Southern views, with his usual ability, but his speech will produce no sensation here, nor in the interior, and the only practical effect of the secession of the Virginia Delegates will be, the complete demoralization of the Democratic Party of the Old Dominion. Public meetings throughout the Commonwealth approved the action of the Virginia Delegates at Charleston, and in many instances expressed a preference for Douglas and his views. The *Examiner*—the Hunter Democratic organ in this city—sustains the seceders, and I suppose the *Enquirer*—the Wise organ—will do likewise; in which event Douglas will be without a newspaper advocate in Richmond.

The Whigs are in high glee, and look upon the success of the Bell and Everett ticket in Virginia as certain.

A few days ago, Mr. Robinson, President of the Richmond, Fredericksburg and Potomac Railroad Company, called the Board of Directors together, and announced the astonishing fact that he was a defaulter to the Company to the amount of about $175,000! He laid before them his defalcations, furnishing a list of the liabilities of the Company incurred by him, and tendered his resignation. To make good the loss, as far as he could, he conveyed to the Company all his property, supposed to be worth $100,000. His resignation was accepted, and a new President elected.

Mr Robinson's defalcation was a matter of great surprise in this city, where he has long resided, and was highly respected, having ever borne an unblemished reputation. The cause of his defalcation may be traced to his indomitable public spirit and enterprise. The Railroad over which he presided passed through the "Slashes of Hanover," and to make this memorable spot a place of importance and resort, it was determined to build the village of Ashland, which is now one of the most beautiful little villages in the State. This enterprise attracted Mr. Robinson's attention—he became a large stockholder, and with the view of building up the village, and making it profitable to himself and the Railroad Company, he made extensive improvements, involving the expenditure of large sums of money. As far back as 1857 he commenced to use the Company's funds for his private purposes, until the amount run up to about $52,000, and has also given notes, due bills and other acceptances, as President of the Company, to the amount of $121,000. Nearly the whole of this has been expended in improving his favorite village of Ashland, and the new race track near it. A thorough investigation is being made into the affairs of the Company.

For some time past there has been a newspaper quarrel between the editors and proprietors of the Lynchburgh *Virginian* and the *Republican*. They were of opposite politics, Mr. Glass, the political editor of the *Virginian*, being the present postmaster at Lynchburgh, and a delegate to the late Baltimore Convention. One of the questions at issue between the two papers was which had the larger circulation. Personalities the most gross and bitter ensued, and on Saturday last Geo. W. Hardwicke, local editor and half owner of the *Republican*, and W. W. Hardwicke, on one side, and Joseph Robert, Charles W. and Geo. Button, of the *Virginian*, on the other, met in the street, and commenced firing revolvers at each other. Fifteen or twenty shots were exchanged, resulting in the death of Joseph Button, the local of the *Virginian* and fatally wounding Robert Button, the clerk of the establishment. The Hardwickes were unhurt, but were arrested and imprisoned.

The Late Dr. McMenamy.

To the Editor of the New-York Times:

In your announcement of the death of Dr. McMenamy, you mention that at one time he was a Catholic Priest. This is a mistake; he never was ordained, and was never even in a Catholic College. The title of "doctor" was a mere prefix, and meant nothing more than captain or colonel in our Westerm militia. The writer of this knew him well, and although the "Doctor" indulged in attacks on the religion of his fathers, he would not have flung a single word of obloquy on the humble grave of the exile. Necessity compelled him to do many things for which he had very little heart, and in this he was less to blame than those who took advantage of his necessity for their own ends.

TYRONE.

New-York, Wednesday, June 27, 1860.

A correspondent of the Boston *Journal* states that during a thunder storm which passed over Pittsfield, Vt., on the 23d, the lightning struck the chimney of a school-house where a singing-school was in progress. The electricity passed through the hand of a young man who was sitting near the chimney, and then passed to the hoops of the ladies, stripping the metal of its winding and twisting it into all sorts of shapes. No one was injured.

Mrs. Graves, the lady in charge of St. Alphonsus Church, Baltimore, found a large market basket in one of the pews on Saturday evening, but thinking that it would be called for did not move it until the next morning, when she discovered that it contained a male child two weeks old, alive and well. The boy was christened Lucius Alphonsus and will not want for protection.

FROM WASHINGTON.

Mr. Brady's Photographic Picture of the House of Representatives.

WASHINGTON, Monday, June 25.

Congress has adjourned and dispersed, and yet both Houses of the National Legislature are congregated at the Federal Capitol. The President has summoned the Senate into extra session for the consideration of Executive business, and Mr. Brady, the eminent photographer of New-York and Washington, has caught the House of Representatives by the power of his wonderful art, and holds them still in continuous, and what is more surprising, in respectable and harmonious session. This last achievement of Mr. Brady's genius and skill eclipses all his preceding efforts, and will probably excite an interest as wide-spread as the country itself. To drop the mysterious, Mr. Brady has arranged the entire House in a single photographic view, grouping nearly 250 members together in a picture of about 20 by 24 inches. The design certainly was both happy and grand, and its execution is admirable. The likenesses are excellent, the grouping is spirited and effective, and the *tout ensemble* perfect. In the centre sits Speaker Pennington, calm, dignified and serene amid the discordant elements which a few weeks ago struggled desperately for the chair he fills so well.

Any one at all familiar with the *personnel* of the House of Representatives cannot fail to observe at once how characteristic is [illegible] individual likeness in the group. Here is Pott[illegible] and there Pryor—the former calmly resolute, with a suppressed volcano beaming from his eye, and the latter willful, self-esteemed, but intellectual withal. Here again we have the truculent Houston, and there the big-voiced Washburn of Maine. Burnett appears the very incarnation of "I object, Mr. Speaker,"—the terror of widows and other unfortunates whom public policy condemns to wait here on "public justice" until ofttimes the hope deferred has made their hearts sick unto death. Covode, the searching inquisitor; Tom Florence, the handsome; Grow, the wiry, energetic, indomitable leader, ready to fill any breach at the first sound of the bugle; Colfax, the astute and practical; Thaddeus Stevens, grave and thoughtful; Tom Corwin, beaming with telling mirth and pungent truths pointed by sharp sallies of genuine humor; Millson and the "Resolutions of '98;" Burlingame the poetic, daring and reckless, a frontiersman disguised in Boston wrappings; Cochrane, the politician *per se*, and a host of others too numerous to mention, each fixes the observer's attention as a type of his class. In a word, this picture presents to us the House of Representatives as it really is, individually and collectively. We see there our friends (or our foes) not only in their individuality, each man's face indexing his mental and moral characteristics and Congressional peculiarities; but we see them in contrast with each other, where we can compare notes, and never tire of the study. We have before us the actors in the political drama now enacting on the federal stage, grouped with all the stars, stock and supernumerary performers; and our absorbing interest in the particular face most familiar or most admired, is at once tempered, toned, and enhanced by its surroundings and associations.

It is to be regretted that we have not similar pictures of the national legislatures which have passed away. What a history would a gallery of such portraits, going back to the early days of the Republic, contain. The physiognomist, with such a record before him, would have little difficulty in unraveling many an apparent inconsistency in written political history, and in determining, to his own satisfaction at least, many a doubt as to the secret influences which led men of acknowledged ability into acts such as wisdom and true greatness must condemn. It would expose the weaknesses concealed by partial biographers, make common mortals of many a once living idol, and teach a rising generation that they who have reached eminence in the past did so despite the frailties and imperfections which so often load down the wings of modest and honorable ambition. It is to be hoped that this latest and best production of Mr. Brady's will prove the first volume of a photographic history, embracing not only the House of Representatives, but the Senate also. This first edition will need no drumming to establish its popular success, for at the trivial price of $5 per copy it will secure the enterprising artist all the orders he can supply. But we cannot forego an expression of the hope that the Library Committees of Congress will procure the large original picture—five by six feet in size—as the beginning of a gallery of Congressional portraits, which will augment in interest each successive year.

Japanese Tommy's Body-Guard—Proposed Honors to the Naval Officers.

NEW-YORK, Wednesday, June 27, 1860.

To the Editor of the New-York Times:

Several patriotic Americans, among whom I would humbly place your humble servant, are about arranging a grand mass meeting—to take place in the large hall of the Cooper Institute, or in the vast area lately prepared for the Japanese ball, if the Messrs. Leland and others could be prevailed upon at any reasonable expense to let it for the occasion—for the purpose of expressing our approval and high sense of indebtedness to the gallant and determined American officers whose daring exploits in behalf of the American name, and in the defence of Japanese virtue, are set forth in the following paragraph, clipped from a recent public letter, and which has engaged our attention for a couple of days:

"Tommy *does* receive letters from foolish young ladies, but he immediately presents them for perusal to the executive naval officer in charge of the Embassy, who either throws them in the fire, (fire in the dog-days!) or incloses them to the parents of the indiscreet young ladies, who forget what is due to the character of their country women. The naval officers in charge of the Japanese will faithfully defend them, (excuse us, Sir, for adding in parenthesis, heroic men!) as they have heretofore done, from amours, invasions of crinoline, and anything they may consider injurious to the comfort or reputations of those whom it is their duty to protect. Tommy cannot help it if love-letters are sent him."

Here is a bulletin for the enemy's eye that may well make her tremble. We have heard of the undaunted Perry of Lake Erie, and the noble Nelson at Trafalgar—but, Sir, these naval officers had an easy task compared to the manly fellows under consideration. To trample an army of "crinoline"—an elegant French term for woman—under foot is a much more difficult job than to put to flight a squadron of fighting men. Many who would run from the first would face the second, and "wisey warsey," as Billy Lackaday would say. Therefore, in view of the high courage and fearless determination of these heroic American officers, we have decided to meet on some evening, hereafter to be designated, at one of the places indicated, for the proper expression of our personal gratitude, and the bestowal on each one of these warriors of a medal, bearing on one side the figure of a flying Japanese pursued by several "crinolines," their pathway barred by an American naval officer with drawn sword; in a *very small* space beneath, the head of an editor of a "religious" daily, whose circulation since the 14th of June has amounted to fifty copies a day, will hold a place. On the reverse side, the words "Leathera Medala, (Latin,) presented to the heroes who, in a hard battle, fought and conquered the would-be despoilers of Japanese virtue, by a grateful people. Anno Domini, 1860."

Sir, the meeting cannot fail to be a large one. With your permission we will send in our advertisement of it early.

Yours, &c.,
MANY AMERICANS.

The People of the State of New-York vs. The Rector, &c., of Trinity Church and Others.—This suit, which was brought by the State to test the validity of the title of Trinity Church, in the City of New York, to the large amount of real property held by it in that City, was argued last week before the Court of Appeals now in session here. On the trial of the cause at the Circuit in the City of New-York, the plaintiffs were nonsuited, and that judgment was affirmed by the Supreme Court at General Term. From the last mentioned decision the plaintiffs appealed to the Court of Appeals. The premises in question were a part of the City formerly known as the "King's Farm," and the Church claimed title under a grant from the British Crown, made in 1705, with a continual possession of over 150 years. Various legal objections were made to this title, and it was claimed, on the part of the plaintiffs, that forty years' possession under claim of title was no bar to an action by the State, on the ground that the term "person," used in the Statutes of Limitation, did not include a corporation. This valuable property has been the subject of litigation, at different times, during the long period in which it has been possessed by the Church, and it is hoped that all question in regard to the title will be now put at rest, by the final decision of the Court of last resort. A decision in the case is not expected to be made till the next term of the Court, to be held in September. The cause was argued by Charles Tracy, who represented the Attorney-General, in behalf of the State, and by Wm. M. Evarts and Amasa J. Parker for defendants.—*Albany Atlas and Argus, June 27.*

Important Decision in Favor of the City of Boston.—On Saturday last, the Supreme Judicial Court, sitting in equity, announced a decision in the long pending cases between James Cunningham, Isaac Woodman and Thomas Tremlett against the city of Boston. These three actions were commenced to recover back the tax of two collars per head paid by the plaintiffs to the defendants for each alien passenger landed at that port up to 1848. About this time the Supreme Court of the United States decided, in the case of Norris against the city of Boston, that the law of the Commonwealth imposing this tax was unconstitutional and void. After this decision was promulgated, these actions, under the advice of Daniel Webster, were commenced against the city to recover back the money so paid—amounting, principal and interest, to some $75,000 or $80,000. The actions have been pending some ten years. In the Summer of 1858, Henry W. Paine, of that city, was agreed upon as a Commissioner, to find and report the facts, and in March, 1859, the cases were argued before the full Court, on his report, by the late Rufus Choate, Seth J. Thomas and Elias Merwin for the plaintiffs, and Ex Judge Abbott for the city of Boston. The judgment of the Court is now just rendered in favor of the city of Boston, on the ground that the payments were voluntary and so could not be recovered back.

OBITUARY.

Archbishop Blanc died in New-Orleans a few days ago. He was a native of France and came to this country in 1817. His knowledge of the English language secured him a [illegible] in Natchez, Miss., where he remained until 1832, [illegible] he was transferred to Baton Rouge. During part of the [illegible] residence there he presided over an [illegible] institution. In 1831 he was called to New-Orleans [illegible] in 1833 succeeded Bishop Dubourg [illegible] appointed Archbishop in 1850.

Hon. Joshua L. Brown, of Batavia, died at St. Louis on the 19th, at 48 years of age. He was born in Pembroke, Genesee County, and was brought up as a farmer. At the age of [illegible] he commenced the study of the law. In 1840 and 1841 he was Treasurer of Genesee County; in 1851 he was nominated for County Judge by the Whigs, but was beaten, and in 1855 was again nominated, and was then elected. His reputation as a lawyer was high.

Enoch Bartlett, the noted Horticulturist of Massachusetts, from whom a celebrated variety of pears was named, died at his residence in Roxbury, on the 25th, at the age of 81 years.

Henry Cushing, a prominent citizen of Providence, R. I., died on the 23d, aged 6[illegible]. At the time of his death he was President of the Providence Association of Mechanics and Manufacturers.

Mr. Enoch Baldwin, for many years President of the Shoe and Leather Bank, in Boston, died at Dorchester, Mass., on the 24th.

PERSONAL.

Mrs. Rachel T. Medkerk, a teacher in a District School in Cincinnati, has been presented by the citizens with a gold hunting watch and chain, valued at $125, and the freedom of twenty railroad lines, as a reward for her bravery in preventing the children under her care from rushing into the street during the terrible tornado which swept over the city some weeks ago.

On the occasion of the late armistice, says the *Courrier de Paris*, at a banquet given at Palermo, Garibaldi proposed as a toast, "The Independence of Hungary," and, turning to his Adjutant-General, Col. Turr, said—"Friend, you were my guest at Como and Varese, and you are now my guest here; but in January next I will return your visit at Pesth!"

M. Ranneau, author of a work recently published in Paris under the title of *Acadiens et Canadiennes*, arrived in Quebec by the *Bohemian*. His object in coming to this country is to acquire material which shall be of service to him in publishing a work called *La France aux Colonies* which is now in course of preparation.

John Dudley, Esq., for many years one of the head workmen of the Washington Arsenal, has been appointed by the Government to go to Japan with the returning Embassy, and superintend the putting up the various articles of machinery presented by the United States and her citizens.

Mr. Geo. D. Canale who has been appointed by the President as Consular Agent at the port of Patras in Western Greece is a Greek by birth. The Boston *Journal* states that he is a master of the English language and that he has gained quite a reputation by his translation of Greek poetry.

Mr. R. F. McGinty, the Sheriff of Jefferson County, Miss., was robbed of $10,000 in Vicksburgh, on the 11th, while sleeping in a room at the Washington Hotel. As soon as he discovered his loss he attempted to commit suicide by taking laudanum, but friends interfered, and prevented the accomplishment of his design.

The trustees of the late Señor D. Joaquin Gomez, one of the wealthiest merchants in Havana, Cuba, have distributed among various charitable institutions $303,000. Besides this, Señor Gomez, while living, gave $20,000 to the sufferers by the late war in Morocco.

Oscar Dalton, editor of the Crockett (Texas) *Printer*, was shot at his own residence a few days ago by J. C. Hepperla, of the Crockett *Argus*. The circumstances in which the difficulty which had this fatal termination originated are not stated.

A few nights since an armed party of twelve persons obtained entrance, by stratagem, to the dwelling of John Brown, Jr., Ashtabula County, Ohio, and made an attempt to carry him off. Brown and friends succeeded in beating off the ruffians.

Mayor Lincoln, of Boston, has been invited to Halifax to meet the Prince of Wales. It is said that the City Council of Boston will be the guests of the Montreal authorities during the stay of the Prince in that city.

Gen. Shields is staying in San Antonio, Texas. The wound which he received in Mexico has resulted in a weakness of the lungs, which makes it necessary for him to seek a mild climate.

Gen. Houston is at Cedar Point, Texas. The Houston *Telegraph* chronicles his passage through that city, and describes him graphically as dressed in a yellow vest and turkey tail fan.

Mr. John Sanderson, of Norfolk County, Va., has paid his negroes the present season $550 for corn raised for their own benefit on his farm. One negro earned $156.

The Free P. E. Church of St. Andrew, Jackson, Miss., has just come into the possession of the sum of $2,000, which was bequeathed it by the late Mr. Geo. S. Yerger.

Rev. H. W. Bellows preached in Cincinnati on the 24th ult. The burden of his discourse was the "Political depravity of the times."

Mr. T. B. Gough delivered the first of a series of farewell lectures in Exeter Hall, London, on the 11th.

NEWS ITEMS.

A suit was recently brought against Mr. A. Page by the Boston *Journal* to recover a bill for advertising. The defendant was a traveling physician, and as the bill was incurred six years prior to the commencement of the suit, he set up the statute of limitations in defence. The verdict was given against the plaintiff on the first trial. Exceptions which he took were sustained by the Supreme Court, and a new trial was ordered in the Superior Court. The Superior Court instructed the jury that if after the cause of action accrued the defendant was temporarily absent from and temporarily resident out of the Commonwealth with the intention of returning, and not having lost here or gained elsewhere a domicil, then the time of each temporary absence should be reckoned as part of the six years running time of the statute.

A Wiscasset correspondent of the Lincoln, Me., *Advertiser*, says that watches and jewelery of the value of $1,000, which were stolen from the store of Gardner Walker, of Wiscasset, some three years since, have recently been recovered. The robber, John Rich, who was convicted and sentenced to the Thomaston Prison for seven years, has lately experienced a religious change, and disclosed where the goods were secreted. The articles were found in a damaged condition, buried in the earth at Woolwich.

Three laborers on the Memphis and Ohio Railroad were thrown violently from a hand-car which was running at full speed, in consequence of its coming in contact with a spike which some persons had thoughtlessly stuck upright between the rails. The car ran over all three of the men, injuring each one of them so seriously that there is little or no hopes of their recovery.

John Bighams, an employee in a brickyard near Detroit, absconded on the 21st, taking with him not only Mrs. Riley, the wife of a fellow-workman, but her child and mother. Mr. Riley pursued the fugitives until he learned that they had taken the Toledo cars at Grand Junction, on their way to Scranton, Penn., when he philosophically returned to his deserted home.

The Auburn *Advertiser*, of the 22d, hints at the suspected elopement of a gentleman who has stood high in social circles in that city. He left Auburn two weeks ago for this city, and has not been heard from since. A widow lady, quite attractive and beautiful, is also missing, and it is surmised that the two know something of each other's whereabouts.

Some miscreant heaped up a number of trees on the track of the Central Railroad near Pembroke, a few evenings since, hoping to throw from the track the lightning express train. Fortunately the engineer observed the obstruction just in time to check the train.

The boiler of a locomotive on the Cleveland, Zanesville and Cincinnati Railroad exploded at Hudson, Ohio, on the 23d. No one was injured, but a young man who was about ten yards from the engine was raised from the ground and carried a distance of at least 40 feet.

Two slaves, mother and son, arrived in Boston a few days ago. They had been given their freedom by their owner, a citizen of Mobile, Alabama, who also presented them with an order on a gentleman in Boston for $100.

The chest and left arm of a human body and a part of the abdomen were found on the 23d wedged in between the rocks opposite the American Falls, Niagara. The remains were much decomposed. They were probably those of a boy.

The monument to Uzal Knapp, the last of those who formed the body guard of Washington during the revolution, was inaugurated at Newburgh on the 18th. Mr. Benson J. Lossing was the orator of the occasion.

The frigate *Constitution*, "Old Ironsides," is to be prepared for sea. She has been detailed for the service of the Naval School at Annapolis as a practice ship.

Smith Frye, of Peoria, Illinois, was fatally shot, on the 20th, by Charles Carroll. The two had had a dispute regarding the settlement of their accounts.

The barn of Speaker Pennington, at Newark, N. J., was destroyed by fire on the 24th. A favorite horse was burned and two carriages.

A Convention of Spiritualists held its sessions in Burlington, Vt., on the 13th and 14th. Only about 150 persons were in attendance.

The re-survey of Mobile Bay, which has been undertaken with the object of improving the harbor, has just been completed.

The Norfolk *Day Book* chronicles the arrival from this City of 200 rats to stock one of the pits there.

Commencement at [illegible] College.

[illegible], Wednesday, June 27, 1860.

[illegible] past two days are [illegible] the College buildings [illegible]ing and to-day the excitement [illegible]. The minor orators acquitted [illegible] and were often greeted with expressions of approbation.

The [illegible] class comprises 85 members, whose [illegible] college stage showed an amount of training [illegible]itable to their Alma Mater. Several of the class received their second degree in course, and the honorary degree of A. B. *ad eundum* was conferred on Jno. McDowell Rich, a graduate of the University of Pennsylvania. The following degrees were also conferred: That of A. M. on Wm. L. Mactier, of Pennsylvania; Rev. Marshall B. Smith, of Delaware; [illegible], M. D.; Samuel A. Farrand, Principal of Newark Academy; Rev. George W. Bachelder; Theophilus T. Price; and Samuel Cattell, M. D., of New-Jersey. That of D. D. on Rev. Joseph M. Ogden, Rev. C. K. Imbrie, of New-Jersey; Rev. J. Petrikin, of Virginia; and Levi H. Christian, of Pennsylvania.

At the Alumni meeting yesterday afternoon, the [illegible] Dr. Jacobus presided, and much of interest was [illegible] in connection with our Alma Mater. Dr. [illegible], of New-York, has been elected to the Chair of Belles Lettres and Rhetoric; and Prof. Dunn, of Providence, R. I., to that of English Literature and Elocution, which is newly created.

Dr. Alexander, Professor of Philosophy and Astronomy, is about leaving for the British Provinces to take observations during the coming obscuration of the sun. Dr. A's fame is more vividly known in Europe than in our own land.

Old North is at last completed. The library which now occupies the centre wing of the building is one of the finest rooms in the State. Its floor is of colored slate, and its cases of marbleized slate, presenting a rich and unique appearance highly creditable to the College. Many rare and fine portraits adorn its walls.

The *finale* to Commencement has taken place. The Fantastics were out in full blast, with the attendant hallooing and shouting, and, as we leave in the cars, they wend their way to their rooms to disrobe and follow in succeeding trains. P.

The Battle of Guadalajara.

FULL PARTICULARS OF URAGA'S DEFEAT—RETREAT AND REORGANIZATION OF HIS ARMY.

From the New-Orleans Picayune, June 21.

The *Bulletin of the Federal Army*, printed at San Luis Potosi, Mexico, comes to us with full and authoritative particulars of the late attack upon and repulse from the city of Guadalajara, which has proved so disastrous to the Liberal cause. From these it appears that Gen. Uraga, awaiting the arrival of some 3,000 men, made no attempt on the place till the 23d. On that day, his reinforcements coming up, he at once moved forward, and demanded an unconditional capitulation, without other guarantee than that the lives of the garrison should be preserved. At this time General Woll, the officer in command, had but about half the number of men Uraga had, and Miramon was rapidly coming up. Nevertheless, he spurned the summons with contempt. This was the evening of the 23d. At 9 o'clock the next morning, the city was attacked at three several points at the same time, and "with a vigor and determination hardly known in Mexican warfare. Five times the attacking parties advanced in solid columns against the works of the enemy, and only succeeded then in gaining a foothold. The enemy, however, showed evident signs of fatigue, and were about to give way on every side, and it only needed another impulse to make the Constitutionalists masters of the place, when, unfortunately, a stray shell fell under the horse of Gen. Uraga, burst into a thousand pieces, killed the animal, and took off the leg of the General just below the knee, besides killing several of his staff on the spot. "Like lightning," says a letter, "the news ran back through the whole line, now advancing in a body; the blood of each man ran cold; there was a sudden halt; and in a moment the whole column began to fall back as if stricken with terror."

Nevertheless, there was no confusion—everybody stood as it were, petrified—and in the meantime the wounded General was borne off to a house near by, whence he issued orders for the whole army to cease the assault and retire in as good order as possible. As for the General, himself, his friends tried to persuade him to leave the city also, but fearing this might impede the retirement of the army, he bravely declared he preferred to remain a prisoner in the hands of the enemy. These particular injunctions for an orderly retreat were given with the knowledge that Miramon, following him up with some six thousand men, was now probably in the vicinity of the city, and would arrive that night or the following day. Besides, the General knew that a large number of his best officers were either killed or wounded, and he feared the terrible consequences of his large army falling into confusion, while fresh troops stood ready to pounce down upon them.

Fortunately, in consequence of these wise precautions, the retirement of the attacking army was effected in excellent order; while, in the meantime, Gen. Uraga was being quietly conveyed to the house of the French Consul, there to be delivered up to the enemy. Curious enough Gen. Woll, also wounded in the same leg during the attack, had preceded him to the same house, when the two generals for the first time met, both wounded, but the one victorious, the other a prisoner. On the examination of their wounds, however, it was found that that of Woll was but slight. Uraga's, it was feared, would cause him the loss of his life.

In the meantime the retreating army had retired to the neighboring village of Cocula, where they received reinforcements to the number of some 2,000 men under Gen. Rojas, and prepared to make a stand against Miramon; and it was here probably that the second engagement, of which we have had account, took place. The Liberals at the time are said to have numbered 10,000 men in all, and to have been supported by forty pieces of artillery. Miramon had only [illegible] and forty cannon, and was marching at his leisure. He is said to have been put completely to flight, but the particulars have not yet reached us.

As to the engagement in the city, nothing could have been better contested. Woll had about 4,000 men, including volunteers—all of whom were well posted and protected by an efficient artillery. It was against this strong force that Uraga charged five times, in three separate columns, within the space of as many hours. The streets were literally strewn with the dead and dying. "A most remarkable thing," says a letter, "is that many of the bodies were completely hacked to pieces."

Of Uraga's officers, were killed his second in command, the chief of his artillery and the commander of a brigade of riflemen. A large number of other inferior officers were also killed on the spot or fell mortally wounded.

Woll's officers also suffered severely, but only the name of Col. Chaves has reached us among those who were killed. It is believed, in view of the desperation and success with which he fought, that Uraga would have taken the city had he not been wounded.

LAW REPORTS.

The [illegible]ashington Market Case.

The [illegible]ople and James B. Taylor and Owen W. Brennan vs. The Mayor, &c., of New-York, and two other cases.—The proceedings in this case, which is a motion by Comptroller Haws to open the judgments against the City in the Washington Market cases, were resumed yesterday, before Justice Peckham, at the Supreme Court Chambers. The plaintiffs put in the papers on which they oppose the motion. These are exceedingly voluminous, and the reading of them occupied a long time. The substance of them is as follows:

James B. Taylor's affidavit states that he is one of the plaintiffs and has given his personal attention to the cases from the time they were commenced. Neither of the judgments was obtained by any collusion or fraud. * * * * That Justice Roosevelt having decided, that the order of 15th February, 1859, discontinuing the action No. 1, so far as the Mayor, Alderman and Commonalty of the City of New-York were concerned, was irregular, and that the said City was still a party defendant, as appears by his opinion, but the order entered, not having so declared, it was deemed necessary, that the fact of the City's still being a defendant should be recognized by the parties in some way; and that all the parties interested in the property which was the subject of the action, viz.: the officials of the City and the persons occupying stands on the premises, and who were also defendants in the said action, were anxious, and had frequently expressed a desire, that the action should be brought to a speedy trial, and the rights of the parties passed upon, in order that all doubt and uncertainty as to who was entitled to receive the rents of the premises might be terminated. That the City officials had frequently, as deponent is informed and believes, assured the tenants that the City was alone responsible to the State for the rents; and that in case of recovery, the City would hold the tenants harmless, and that it was for these reasons, and to [illegible], these points, as deponent was advised, that the stipulation of the 19th of September was entered into between the respective attorneys for the parties.

That on the trial of the action deponent was satisfied, and was so advised by his counsel, that the evidence was clear that the whole of the West Washington Market property was the property of the State, and that the jury erred in finding that the line 400 feet west of low water mark was 48 feet west of the west side of West-street; and deponent was also satisfied, and was so advised by counsel, that the jury grossly erred in assessing the damages; and that even allowing that they were correct as to said line, they were bound from the evidence to have found a verdict for at least $90,000.

That for these reasons deponent was dissatisfied with the result of the trial, and the plaintiff appealed from the judgment; and the stipulation of the 9th of November was the result of a fair and *bona fide* compromise; and deponent verily believes, that in making said compromise, he surrendered [illegible] more than the defendants did, the counsel to the Corporation apprehending that in case of a new trial the plaintiffs might recover the whole of the premises known as the West Washington Market, [illegible] the verdict for damages might be more than [illegible]. And he believes that the stipulation by which [illegible] plaintiffs' appeal was withdrawn, was [illegible] the advantage of the City.

[illegible] that he had an interview with Comptroller [illegible] in which deponent stated to Haws that [illegible] that he (Haws) intended to apply to the Co[illegible] judgments. Haws seemed much surprised at the statement, and replied that he never thought of such a thing in his life. Deponent then stated to Haws that he would consent to the opening of the judgments on terms to be agreed upon, without application to Court if he desired it; but Haws distinctly disclaimed having any intention to make such

Thereupon Haws stated to deponent that he would like to [illegible] with him in procuring the passage of an act of the L[illegible] the Commissioners of the Land [illegible] the City all the land [illegible] which had been filled in beyond the line of the previous grants of the City, and to authorize the Comptroller to raise money to pay for the same, by the issue of City bonds, the loan to be sufficient to enable the Comptroller to pay the judgments of deponent and Taylor and Brennan—that deponent thereupon agreed to unite with Haws in procuring the passage of such a law. Haws wished deponent to get some one to draw the bill and submit it to him. Deponent sent for Mr. Henry W. Johnson, who, in pursuance of deponent's instructions, made a draft of a bill and afterwards, deponent with Johnson, had an interview with Haws at his office. The bill prepared by Johnson was then submitted to Haws and read over by him. Haws remarked that the general features of the bill struck him favorably, but that it would require some alteration, and wished the bill left with him in order that he might prepare an amendment. Haws particularly inquired of Johnson whether the language of the section relating to the compromise payment and settlement by said Comptroller, of all claims and demands against the City, growing out of the use and occupation of any of the lands, was broad enough to cover everything, to which Johnson replied he thought it was.

Some ten or fifteen days after the last-mentioned interview, (the bill having in the meantime been altered to suit Mr. Haws, and having been submitted to Judge Edmonds and Mr. Evarts, who approved it,) deponent again called on Mr. Haws at his office, handed the bill to deponent, and said he wished deponent to give it to Mr. A. Oakey Hall, and say to him that he (Haws) wished him to take charge of it; that Hall was attending to other business before the Legislature for him (Haws) as Comptroller, and for the City, and he wished him, to use his own words, "to engineer the bill through the Legislature."

Deponent asked Haws what he, deponent, was to expect if the bill passed. Haws replied he would pay off all the judgments and settle up the whole matter within ten days after the passage of the bill.

Deponent thereupon placed the bill in the hands of Hall, who took charge of it, and it was subsequently passed as received from Haws by deponent, except as to a date left blank by Haws. * * * *

In the interviews deponent had with Haws, the latter often expressly admitted that he believed the title to the West Washington Market property to be in the State.

On May 23, 1860, deponent called on D. F. Tiemann, and told him he wanted his deposition, upon several points of which he gave him a written memorandum. Tiemann replied that many of the matters stated in the memorandum were true, but that he would not make a deposition unless he was obliged to do so.

The memorandum of points submitted to Mayor Tiemann, contained the following among others:

Who employed Mr. O'Conor, Mr. Brady, Mr. Noyes, Mr. McKeon and Mr. Andrews as counsel for the City in regard to the West Washington Market property?

Was there a consultation of those gentlemen with Mr. Busteed and Mr. Tiemann as to the title of the City, and the course to be pursued in resisting the claim of the State, and what was the result of that consultation?

Was not the Mayor present when some of the counsel stated that the title was in the State, and the only object of the defence was to procure time to make an application to the Legislature for a release of the lands by the State?

Was not such an application made to the Legislature by direction of the Commissioners of the sinking fund? Who signed that petition, and what was its purport and effect?

What amount was allowed or paid to those gentlemen as counsel for the City? Out of what fund was it paid, and by what warrant of law?

Did not Mayor Tiemann himself present and urge the allowance of a bill for $4,000 to one of those counsel up to the time of such dismissal by the Commissioners of the Sinking Fund, and a further sum of $2,000 afterwards to the same person for his attendance at Albany to get the grant from the Legislature, notwithstanding that the said bill was not certified by the Counsel for the Corporation?

Did not Judge Dean and Mr. Andrews call on Mr. Tiemann before or pending the trial before Judge Potter, and ask for information and instruction as to the defence in that action—and what was his answer to such application? And was he not repeatedly applied to by the Counsel to the Corporation during the trial before the Referee to the same effect and to give his attendance, and what was the result of such application?

Was not a resolution of the Common Council, appropriating $6,000 to the defence of the City's claim to this property, vetoed by the Mayor, and who drew his veto message?

Has not Mr. Tiemann repeatedly expressed it as his opinion that the City has no title to the property? And, what is the defence on the merits, to which Mr. Tiemann has sworn in his affidavit; and who was the counsel who so advised him?

Hon. John W. Edmonds' affidavit states that he was counsel in the first cause, and was in the trial through the whole of it, and summed up the cause for the plaintiffs. Judge Dean summed up for the defendants. Deponent is not aware of any points for the defendants in that action that could have been taken by respectable counsel, that were not taken by the counsel for the defendants.

Deponent has never discovered any pretence of title in the City to the property in dispute. He regarded it as clearly made out that the title of the City did not extend one inch beyond the west side of West-street, and that the plaintiffs were entitled to recover all west of that line and the mesne profits of the same, and that for such mesne profits in that suit the plaintiffs were entitled to recover over $90,000, instead of the sum awarded by the verdict. He regarded the verdict as against law and evidence, both as to the premises and the mesne profits, and advised plaintiffs to appeal and apply for a new trial. When he learned that the appeals were withdrawn, he regarded plaintiffs as having surrended much more than defendants.

Deponent was also counsel in the two other cases, and conducted the trials before the Referees. The defence in them was conducted by the Counsel for the Corporation, and every position which any respectable counsel would take, *and more, too*, was taken by him. The causes were tried by the Referees with impartiality, their rulings on doubtful points being mostly against the plaintiffs.

About the 13th January deponent, pursuant to a request from the Comptroller, called on the Comptroller. In that interview the Comptroller showed to deponent the bill for the legislature drawn by Mr. Johnson, and consulted with deponent in regard to it, and showed deponent some amendments which he proposed to it, and asked deponent whether the bill as thus amended would be sufficient to enable him to extinguish the claims against the City, and to acquire for the City the title for the West Washington Market property.

After this conversation deponent said he had heard that the Comptroller was intending to apply to open these judgments under the act of 1859 on the ground of fraud; that if the Comptroller wanted the judgments opened, he had but to say so and they would be opened at once upon only one condition, and that was—that the plaintiffs might amend their complaint in the mesne profit suit, by claiming damages to the amount of a million and a half of dollars instead of a half a million, as the latter sum had been inserted without due reflection. This deponent then took his pencil and made some memoranda in the presence of the Comptroller, showing the right of the plaintiffs to recover more than a million of dollars in that suit; handed the statement to Mr. Haws and said to him, "show that to Mr. Bronson; he can tell you whether the principle on which it is founded is not correct." And deponent, at that interview, told Haws he had made the offer about opening the judgments, after consultation with Taylor, and with his approval.

Henry W. Johnson's affidavit corroborates the proceeding in respect to the preparation of the bill to be submitted to the Legislature.

Seba M. Bogart's affidavit states that the tenants of the market under the City, of whom deponent was one, abandoned their defence of the action, in consequence of being told by Mr. McKeon, and the Corporation Counsel, that the title was undoubtedly in the State, and not in the City.

John J. Bradley's affidavit states that in 1859 he was Chairman of the Finance Committee of the Board of Aldermen, and as such was one of the Commissioners of the Sinking Fund. He was present at a meeting of the Commissioners, held Feb. 5, 1859, and introduced a resolution, which was passed, instructing the Counsel to the Corporation to retain only the professional services of John McKeon, Esq., in the West Washington Market controversy. The services of said McKeon were retained at the special solicitation of Mr. Mayor Tiemann, and it was understood that Mr. McKeon was, in addition to giving his attention generally to the suit relating to said property, to go to Albany to obtain, if possible, a release from the State to the City of the interest of said State in said property. Near the close of the year Mayor Tiemann presented to the Commissioners Mr. McKeon's bill for services in connection with this matter. It amounted to in the neighborhood of $4,000; and was passed and ordered to be paid.

Hon. John W. Edmonds in a second affidavit states that he submitted to Comptroller Haws a memorandum of points on which the plaintiffs desired his affidavit; and that he refused to give one. These points are substantially the same as those submitted to Mayor Tiemann as above stated.

The proceedings before referees appointed to take depositions to be read on the motion, were also put in. The drift of the depositions is to show that it was fully conceded and understood between the Comptroller and other City officials, and their own counsel, throughout the litigation, that the City had no title to the Washington Market property, and that their only object in the defence was to obtain delay for the purpose of applying to the Legislature for relief.

The argument of the case will doubtless occupy two or three days.

W. C. Noyes, John McKeon, (the Corporation Counsel,) and G. Dean, for the motion; John W. Edmonds, (the Attorney-General,) W. M. Evarts, and W. Hutchins opposed.

Court of Oyer and Terminer.

Before Judge Gould.

A VITRIOL THROWER PUNISHED.

Wm. E. Gaw, who, it will be remembered, was arrested a few days ago, on a charge of throwing vitriol in the face of Maria E. Gaw, his wife, injuring her very much. When arraigned, this morning, the prisoner pleaded guilty, and stated, that his wife had deserted him, and refused to live with him any longer. He did not know what was in the bottle, as he bought it from a peddlar, to cure his corns. In a moment of excitement, he threw the stuff in his wife's face. Mrs. Gaw appeared before the Court, and stated that she left her husband because he illtreated her, and because she subsequently ascertained that he was already married at the time of their marriage.

In passing sentence the Judge remarked that the idea of the revenge taken by the prisoner was atrocious; this practice of endeavoring to injure the sight or deprive a person of a member ought to be severely condemned. The laws to punish this offence ought to be made more severe. The practice of throwing chemical substances had transpired before in this City. He did not intend to shorten the term of imprisonment fixed by the law. He would sentence him to imprisonment for [illegible] year in the [illegible] and to pay a fine of $250 and to be committed till paid.

The prisoner was quite surprised at this sentence, which is the extreme penalty for such offences.

MANSLAUGHTER CASE.

Diedrich Dammon was placed on trial charged with the manslaughter of Diedrich Gerken, in February last. The prisoner was a bar keeper in the grocery store corner of Washington and Rector streets. The deceased came in there and commenced to quarrel, which ended in the prisoner being struck with a club on the head, from the effects of which he died. The defence contended, and offered evidence to show, that the deceased was a rowdy, and commenced to fight and break things around the store, and attempted to hit the prisoner who gave him the blow. The deceased, it was claimed, did not die from this blow, but that he was thrown out by the proprietor of the store, and on being thrown out struck his head against the sidewalk.

The jury rendered a verdict of not guilty.

THE DONNIGAN MURDER.

William Donnigan was placed on trial, charged with the murder of John Kevan. It appeared, from the opening statements of the counsel, that the prisoner kept a grog-shop at the corner of Carlisle and West streets. On the 23d of March last, a party of 'Longshoremen came into the shop and commenced a boxing match. The match resulted in a general *mélee*, in the course of which the prisoner, it was charged, stabbed the deceased.

The defence set up that the offence was committed in self-defence, and that the crime, if any, was justifiable homicide.

Testimony in the case was then taken till a late hour, when the Court adjourned for the day.

Our Insolvent Laws.

Robert Parkin vs. Ogden Haggerty et al.—This was an action to recover the proceeds of a consignment of carpets, &c., made by the plaintiff to the defendants in the Autumn of 1858, and was tried in the Superior Court before Justice Bosworth. The plaintiff purchased the goods of the firm of Richards, Alden & Co., of Boston, now in insolvency. The defence was that the avails of the consignment (some $1,100) had been attached soon after the sale by defendants, by certain creditors in New-York, they claiming that the sale to the plaintiff by Richards, Alden & Co. was fraudulent and void under the provisions of the Massachusetts Insolvent law. (Laws of 1856, ch. 284, section 27.)

It was proved by the defendants, and was not denied by the plaintiff, that at the time of the sale to him the firm of Richards, Alden & Co. were greatly embarrassed, and, although a retail firm, sold these goods in three bills, two of them upon the plaintiff's notes and one for cash.

It was also claimed that the plaintiff had reasonable ground to believe that the vendors were insolvent at the time of the sale.

The plaintiff claimed that the purchase was made in good faith and for a valuable consideration, and, as matter of law, that the Insolvent Law of Massachusetts could not be set up in a foreign tribunal for the purpose of evading one of the provisions of the law itself, viz.: the equal distribution of the effects of the insolvent among all his creditors.

For the purposes of the trial (but with great doubt of the correctness of the ruling) it was ruled that the defendant might offer proof of any fact going to show that the sale was void, as being in contravention of the provisions of the Massachusetts statute.

The Jury were instructed to return answers to the following questions, substantially:

1. Did the vendors at the time of the sale to plaintiff know that they were insolvent,—did they make the sale with a view to hinder, delay and defraud creditors?
2. Did the plaintiff know that such was their intent?
3. Was the sale fraudulent at common law, or by the New-York statute?

The Jury returned a verdict for the plaintiff upon all the issues, assessing his damages $1,204 87. The Court ordered an allowance of $60.

Charles N. Emerson and Samuel J. Glassey for plaintiff; Charles Tracy and Charles Judson for defendants.

What are Mosaics?

Ball, Black & Co. vs. The Liverpool, New-York and Philadelphia Steamship Company.—This case was tried in the circuit of the Supreme Court, before Justice Leonard.

The action was brought to recover of the defendants, as common carriers, the value of a quantity of mosaics alleged to have been lost *in transitu* under a contract with defendants for transportation from Liverpool to this port. The property was shipped in 1858, on board the *Kangaroo*, and upon the arrival of the ship in this port could not be found.

The defence was a general denial of the allegations of fact set forth by the plaintiff, and a plea that the defendants, by their bills of lading, refused to be responsible for the safe transportation of jewelry, precious stones, or paintings.

The plaintiffs rejoined that mosaics belong not in that category, being neither of the articles mentioned. As no proof of shipment was produced, the plaintiffs were allowed to withdraw a juror, and thus ended the case.

J. T. Brady & Co. for plaintiffs; Plott, Gerard and Bulkley, for defendants.

Decisions.

SUPREME COURT—CHAMBERS.

Ingraham, J.—*Pratt* vs. *Manning*.—Motion granted with $10 costs. The injunction may be renewed after serving complaint.

SUPERIOR COURT—SPECIAL TERM.

Hoffman, J.—*Jones* vs. *Lewis*.—Motion denied without costs.

Legal Notice.

SUPREME COURT—CHAMBERS.

Notes of issue for the first Monday in July, (on the calendar of this branch of the Court,) must be filed on or before Saturday, June 30, at 12 M. By order of the Court.

Court Calendar....Friday.

United States District Court.—Nos. 39, 49 to 57.

Supreme Court—Circuit.—*Part I.*—(Short causes.) Nos. 4439, 4815, 4605, 2483, 3429, 1659, 4001, 5029, 1353, 4424, 1946, 4268, 4766, 4824, 4888, 4306, 4048, 1086, 4529, 3109, 2424, 3946, 2350, 2500, 4581, 4519, 4265, 4849, 4868, 2044, 407, 4146, 5058½, 2004, 2359, 4477, 4821, 4263, 4471, 4851, 4248, 4545, 4242, 4233, 4862, 1698, 4879, 5727, 3010, 2516, 4195, 1935, 4534, 4858, 4860, 4861, 4859, 4856, 4857, 4854, 4600, 4829½, 4123, 2188, 4230, 5014, 2558, 2052, 2116, 5002, 2907, 4387, 4124.

Superior Court.—Unchanged.

MONETARY AFFAIRS.

Sales at the Stock Exchange....June 28.

$1,000	Tenn. 6s, 1890....	92½	300	Hrlem R. Prefer'd.	38¾
3,000	Va. State 6s....	94	100	Reading Railroad.	40½
28,000	Mo. State 6s....	84¾	100	do.........b60	40⅝
70,000	do.........b30	84½	300	M. So.&N.I.G.S.b30	30¾
5,000	do.........s60	84¼	150	do..........	30⅜
20,000	do.........b60	84½	200	do.........b60	30⅝
6,000	M. C. R. 8 p. c 1st		450	do..........	30⅜
	M. S F. C. Bds	97	25	do.........s30	30¼
29,000	Mich. So. S.F.B.	78	150	do.........s10	30¼
1,000	C. & N.W.S.F.B	80⅛	50	do..........	30⅜
9	Bk. of N.Y. ex div.	101	100	do.........s30	29⅞
39	Ocean Bank....	98	100	do.........s30	30⅜
100	Canton Co.....b60	19¾	10	Nor. & Wor. R....	38
100	do..........	19½	10	Panama R. ex div.	125⅜
50	Pacific M. S. Co.s30	89¾	50	do..........	125½
50	do.........s30	90	800	Ill. Cen. R. Scrip..	63¾
100	do..........	90	100	Gal. & Chic. R..s60	62½
100	do..........	90¼	350	do..........	62¾
850	N.Y. Central R....	82¾	200	do..........	62½
200	do.........b30	82¾	150	do.........b60	63
50	do.........s10	82½	400	Cleve. & Tol. R....	31⅛
50	do.........s30	82⅜	75	do..........	31¼
50	Hudson R. R....b60	48⅛	250	do.........b60	31¼
225	do..........	48¾	800	Chi. & R. I. R....	70⅜
290	Harlem Railroad..	12¼	100	do.........b20	70¾
50	do..........	12½	250	do.........b60	70⅝
150	Mich. Cent. R..b10	49	50	do..........	70½
50	do..........	49	200	do.........b30	70⅜
100	do..........	48¾	100	do.........b30	70⅝
150	do.........b60	49	50	do.........s5	70⅛
150	do.........s	48½	175	Chi. Bur. & Q. R....	74⅛
100	do.........s60	48¾	25	do.........s15	74
112	M. So & N. Ia. R..	13⅝	150	do.........b60	74¾
50	do.........b60	13¾	50	do.........b60	74
615	do..........	13⅝	100	do..........	74
260	do.........b30	14	30	Del., L. & W. R....	96

SECOND BOARD.

$10,000	Mo. State 6s.b30	84¾	100	Erie Railroad....b60	18⅜
55,000	do.........b3	84¾	400	Ill. Cen. R. Scrip..	63
2,000	N. C. State 6s....	99	50	M. S. & N. I. G. S.b60	30¾
9,000	Tenn. 6s, 1890..	92⅝	50	do..........	30⅝
2,000	Ill. Cen. R. Bs..	91¼	10	do..........	30½
1,000	Har. R. 1st M....	100	100	do.........b30	30¾
6,000	Cl. & Tol. S.F.B.	76¼	100	do.........b3	30⅜
3,000	Mich. So. S. F. B	78	500	Galena & Ch. R.b30	62½
14	Bank of the S. N.Y	99¾	500	do.........s60	62⅝
20	N.Y. Central R....	82	100	do.........b60	63
50	do.........s10	82	200	do.........s10	62½
10	do..........	82½	100	do..........	62⅝
50	Mich. Central R.s60	48¾	25	Chi. & R. I. R....	70½
50	do..........	48¾	50	do..........	70⅝
100	do.........s30	48¾	100	do.........s30	70⅜
100	Mich. So. & N. I B	13¾	200	do..........	70⅝
100	do.........b30	13¾	100	do.........b60	70⅝
100	do.........b30	14			

New-York Mining Board—June 28.

	Offered.	Ask'd.		Offered.	Ask'd.
Copper F's M. Co.	11	12	Quincy..........	35	37
Central..........	9	9½	Rockland..........	24¼	25⅛
Bancock..........	3	—	Superior..........	4	4¾
Isle Royale..........	14¼	14⅝	Hamilton..........	3	3¾
Minnesota..........	84¼	86	Columbian..........	3¼	3¾
National..........	37	39	Gardiner Hill....	6⅞	7¾
Pewabic..........	53¾	54¾	Guilford..........	3⅝	3⅞
Pittsburgh..........	63	63½	North State....	2⅞	2⅝
Pontiac..........	4¼	5	Silver Hill....	1⅞	2

The sales were:

25	Pittsburgh.....b60	63½	350	Silver Hill..........	2
300	Hamilton..........	3	300	Silver Hill......b60	2
50	Gardiner.......b60	7			

Thursday, June 28—P. M.

The arrival of the *Great Eastern*, off Sandy Hook, at an early hour this morning, created considerable excitement in and around the Stock Exchange, and the event, without actually arresting ordinary business, entered largely into the conversation and congratulations of the Street.

The Sub-Treasurer in this City, having renewed about $1,000,000 of the outstanding Treasury Bills, which bore 5 ₱ cent. for twelve months longer, at the same rate, the Secretary has authorized him to make a similar arrangement with the New-York holders of overdue Bills, which bear 5½ @5¾@6 ₱ cent., *these rates being continued respectively*, for one year longer, *to the same holders* on their election to take new Bills at any time before 4 o'clock on Saturday next, June 30. We learn that over $3,000,000 Bills, the largest part in 5½ ₱ cents., originally issued last June, have come into this proposition to-day, and others will no doubt follow after the more general publication of the notice. It must be done by Saturday [illegible], or not at all, as the Treasury Bill law then expires.

The market for Money was not especially different from the rates of yesterday. The supply is quite free on temporary loan, though most of the lenders, outside of Bank, manifest a disposition to claim at least 5 ₱ cent. on Stock collateral. The exceptions below this on United States and State Security are fewer, perhaps, than last week. The turn early in the present week to higher rates of Discount is barely maintained. The holders of very prime lists of indorsed 4@6 months paper are induced to sell at a higher rate of interest than 5½ ₱ cent., and fair No. 1 lists at 6 ₱ cent. Short acceptances continue to go at 5 ₱ cent. on choice names. Some Discounts have been made at or within all these rates, and the open market, if anything, is easier than on Monday or Tuesday. The Banks may, as some of them report, be getting fuller rates from their regular dealers.

The Foreign Exchanges for Saturday's mail are moving slowly with most of the drawers to-day. One or two of the prominent banking houses are selling, to a fair amount, on London at 109¾ net, and f.5.14⅜ on Paris. The range of quotation on the former continues at 109¾@⅞. There is a fair export demand for Gold, for the *Illinois* and *City of Washington*, for Saturday—the aggregate amount, at present, being unsettled. The principal exporter talks of $500,000, and others will probably add from $800,000 to $1,000,000.

The Stock market was stronger in the forenoon, the list round, with scarcely an exception among the State or Railway Bonds, or the Railway and Panama Shares. The fine harvest weather continues to influence confidence in the new crops, while the heavy daily receipts of Grain into Chicago afford evidence that the old supplies are sufficient to keep most of the Railway lines well employed through the Summer. Nearly 200,000 bushels of grain were delivered yesterday at that point. The additional rise to-day was on New-York Central ½ ₱ cent., Erie ⅜, Pacific Mail 1 ₱ cent., Panama ⅜, Reading ⅜@½, Michigan Central ⅜, Southern Preferred ⅛@½ ₱ cent.; Toledo ½@⅜, Rock Island ½@⅜, Galena ⅜, and Illinois Central ½ ₱ cent. A large business was done in Michigan Southern, both guaranteed and common shares, and the bids for Galena were especially stiff, although that line is last among the Western in denoting an improved traffic. One reason of the firmness is that the old holders rely more upon the coming than the old crop, and another is that the *short* sales, at lower figures, have been out of proportion to the supply of the stock on the street. State Stocks recovered from the slight depression noticed yesterday and the day before, and a large business was done in Missouris at 84½. The Railway mortgages were again firm; sales of $29,000 Michigan Southern Sinking Fund at 78 ₱ cent. Most of the other descriptions were but sparingly offered, although full bids were made. At the opening of the Second Board there seemed to be a little disposition toward lower prices, but the market stiffened as the call proceeded, and at the close the Western shares were generally a little higher. The closing sales of Southern Guaranteed were at 30⅝, seller thirty, and of Rock Island at 60⅝, buyer sixty. After the close of the printed list New-York Central was sold at 82. There were no sales of Panama or Pacific Mail at or after the Second Board, but the market was steady at the quotations. There is little doing since the meeting of the Board, through a general anxiety to see the *Great Eastern* come up the Bay. Annexed are the closing quotations:

Virginia 6s.....	94 @ 94⅛	Michigan Cen....	48⅝ @ 49
Missouri 6s.....	84⅛ @ 84⅜	Michigan So....	13⅞ @ 14
Canton Co......	19 @ 20	Michigan Guar.	30⅜ @ 30¾
Cumberland Cl.	13 @ 14	Panama........	126⅛ @ —
Pacific Mail....	90¼ @ 90⅜	Illinois Central.	63 @ 63⅛
N.Y. Central R.	82 @ 82⅛	Gal. & Chicago.	63 @ 63⅛
Erie...........	18⅛ @ 18⅜	Clev. & Toledo.	31⅛ @ 31¼
Hudson River..	48⅜ @ 48⅝	Chic. & Rk. Is..	70⅝ @ 70¾
Harlem........	12⅛ @ 12⅜	Chic., B. & Quin	73⅞ @ 73⅞
Harlem Pref'd.	38¾ @ 39	Ill. Central 7s....	91⅛ @ 91¼
Reading.......	40⅝ @ 40¾	Mil. & Miss.....	— @ —

The following is a report of the amount of coal transported over the Delaware, Lackawanna and Western Railroad, for the week ending Saturday, June 23:

	Week. Tons. Cwt.	Year. Tons Cwt.
Shipped North..............	5,828 13	88,283 09
Shipped South..............	18,539 15	362,727 17
Total..............	24,368 08	451,011 06

For corresponding time last year:

	Week. Tons. Cwt.	Year. Tons Cwt.
Shipped North..............	6,029 03	79,567 10
Shipped South..............	14,746 08	267,919 19
Total..............	20,775 11	347,487 09

Earnings in detail of the Galena and Chicago Union Railroad Company from the 16th to the 22d of June:

	1859.	1860.	
Freight.....	$13,709 00	$13,606 64	Decrease.$102 36
Passengers.	7,728 61	6,082 09	Decrease.1,646 52
Mails, &c..	1,000 00	1,000 00	
Total.....	$22,437 61	$20,688 73	Dec.....$1,748 88

The following are the earnings of the Great Western Railway for the week ending June 22, 1860:

Passengers..............	$17,621 75½
Freight and live stock..............	10,388 88½
Mails and sundries..............	1,299 36
Total..............	$29,310 00
Corresponding week of last year..............	33,425 88
Decrease..............	$4,115 88

The return from the Bank of England for the week ending the 13th of June gives the following results when compared with the previous week:

Public deposits.......	£8,429,226..	Increase..	£676,427
Other deposits.......	12,411,115..	Increase..	230,516
Rest.......	3,233,519..	Increase..	7,251
Governm't securities	9,764,106..	Increase..	5,103
Other securities.....	19,819,863..	Increase..	356,522
Notes unemployed..	8,942,475..	Increase..	554,470

The amount of notes in circulation is £20,967,435, being a decrease of £300,195, and the stock of bullion in both departments is £16,194,569, showing an increase of £231,467, when compared with the preceding return.

PRICES OF CONSOLS—WEEK ENDING JUNE 15.

		FOR MONEY.			FOR ACCOUNT.		
	June.	Lowest.	Highest.	Closing.	Lowest.	Highest.	Closing.
Sat.	9....	shut.	shut.	shut.	93⅝	93¾	93¾*
Mon.	11....	shut.	shut.	shut.	93⅝	93¾	93⅝*
Tues.	12....	shut.	shut.	shut.	93⅝	93¾	93⅝*
Wed.	13....	shut.	shut.	shut.	92⅞	93⅞	93⅞*
Thur.	14....	shut.	shut.	shut.	93⅝	93¾	93¾*
Frid'y	15....	shut.	shut.	shut.	93⅝	93⅞	93⅝*

* Ex-dividend.

LATEST QUOTATIONS FOR AMERICAN SECURITIES AT LONDON.

American Railways, &c.	Closing Prices.
Maryland 5s..............	95 to 97
U. S. 5s, redeemable, '74..............	94½ to 95½
Virginia State, 5 ₱ cent..............	82 to 84
Do., 6 ₱ cent..............	83 to 85
Illinois Cen. 6s, '75..............	77 to 79
Do., 7s, '75..............	82 to 83
Do., Freeland..............	91 to 93
Do., $100 shares, $70 pd..............	41 to 40 dis.
Do., $100 shares, all paid..............	58 to 60
Michigan Central 8s, '60..............	88 to 92
Do., convt., '69..............	86 to 88
Do., Sinking Fund, 8s, '82..............	87 to 89
Do., $100 shares..............	46 to 50
Michigan S. & N. Indiana, 7s., 1885..............	63 to 65
Do., $100 shares..............	10 to 15
N. Y. Central, 6s, '83..............	83 to 85
Do., 7s, '64..............	91 to 93
Do., 7s, '76..............	94 to 96
Do., $100 shares..............	73 to 75
N. Y. & Erie 7s, '67..............	90 to 92
Do., 2d mort., 1859..............	87 to 89
Do., 3d mort., '83, assented..............	77 to 79
Do., Bds., '62, '71, '75..............	45 to 50
Do., shares, assented..............	18 to 19
Pennsylvania Cen. 6s..............	91 to 93
Do., 2d mortgage..............	90 to 92
Do., $50 shares..............	36 to 38
Phila. & Reading 6s, '60..............	78 to 80
Do., 6s, 1870..............	70 to 75
Do., $50 shares..............	18 to 22

The day's business at the office of the Assistant-Treasurer was as follows:

Total receipts..............	$92,564 54
Payments..............	145,627 62
Balance..............	6,532,542 31

The receipts include $89,000 for Customs.

The New-Orleans *Picayune* of the 17th inst., referring to the business of Last Saturday, remarks:

> Nothing has occurred to-day to materially alter the leading features of the market, and business ruled steadily throughout in every department of Money, Stocks and Exchange. The Banks did a moderate business in the way of Loans and Discounts, and some few lots of long paper were placed in the outside market at our last quotations. Clear Sterling Bills 110@110½; Bank rates for direct remittance 110¾@110⅞. Bills with shipping documents attached 109@109⅝. Francs 5f.08¾@5f.12½ ₱ dollar. Sixty day bills on New-York, &c., ⅛@¾ and 1 ₱ cent. discount. Sight ⅛@¾ ₱ cent. premium. The Banks are still rapidly losing Specie, and the returns to the Board of Currency this evening disclose increasing weakness in every department. Exchange and Deposits show a diminution for the week of nearly a million and a quarter of dollars, whilst Distant Balances have been slightly increased, and the reduction in Loans is merely nominal. As compared with the previous statement, the movement exhibits the following changes:

Decrease in specie..............	$456,719
Decrease in [illegible]..............	711,244
Decrease in circulation..............	249,055
Decrease in short loans..............	82,118
Decrease in exchange..............	471,158
Decrease in distant balances..............	74,466
Decrease in long loans..............	12,543

The Fund Commissioners of Ohio are in town, with money to pay the interest due on the 1st July on the Foreign Debt of the State, about $425,000, and the Temporary Loan of $350,000, due 1st July. This will be paid at the office of the Ohio State Agency, No. 25 William-street.

The United States Life Insurance Company will pay half-yearly interest on capital at the rate of 7 ₱ cent. ₱ annum, 2d proximo.

GENERAL MARKETS.

New-York, Thursday, June 28, 1860—6 P. M.

The reported receipts of the principal kinds of produce, since our last, have been 21 bbls. Ashes, 10,200 bbls. Flour, 1,094 bbls. Corn Meal, 49,239 bushels Wheat, 21,000 bushels Corn, 1,400 bushels Rye, 2,000 bushels Oats, 172 pkgs. Provisions, and 793 bbls. Whisky.

ASHES—Sales were reported to-day of 60 bbls. at $5 12½@$5 18¾ for Pots, and $5 75 for Pearls, ₱ 100 lbs.

COFFEE—Sales, to-day, 700 Rio at 14c.; 300 bags Maracaibo, at 13½c.@13¾c.; 75 bags Laguayra on private terms, and 100 bags St. Domingo at 12½c., ₱ lb., usual terms.

COTTON—Has been quiet, and prices have been depressed. We quote Middling Upland at 10⅞c.@10½c.; and other grades at proportionate rates, ₱ lb. Total sales, 750 bales.

FLOUR AND MEAL—The market is quite heavy, to-day, for State and Western Flour. Holders appear to be eager to sell, and many of them manifest a disposition to make some concessions to buyers. The demand, however, is not active, as a further decline is anticipated by purchasers. Extra State has been the most freely dealt in, chiefly by shippers, and this description is 5c.@10c ₱ bbl. cheaper than yesterday. The total sales of State and Western add up 14,800 bbls., including superfine State at $5 35@$5 45; extra State at $5 50@$5 70, mainly at $5 55@$5 60; superfine Western, at $5 35@$5 45; extra Iowa and Wisconsin, at $5 50@$6 30; extra Illinois, Indiana and Michigan, $5 55@$6 45; very inferior extra Ohio, at $5 65@$5 75; round hoop extra Ohio, shipping brands, at $5 80@$5 95.

Superfine State..............	$5 35	@$5 45
Extra State..............	5 50	@ 5 70
Superfine Western..............	5 35	@ 5 45
Extra Iowa and Wisconsin..............	5 50	@ 6 30
Extra Illinois, Indiana and Michigan	5 55	@ 6 45
Inferior Extra Ohio..............	5 65	@ 5 75
Extra Ohio, Round Hoop, shipping bd	5 80	@ 5 95
Extra Ohio, trade brand..............	6 00	@ 7 00
Fancy Genesee..............	5 70	@ 5 80
Extra Genesee..............	6 00	@ 7 50
Inferior to choice Extra Missouri....	6 00	@ 7 50

Southern Flour is in fair demand at former rates. Sales have been made of 1,850 bbls., in lots, at $5 75@$6 15 for poor to fair superfine Alexandria, Baltimore, &c., and $6 20@$7 50 for fancy to very choice extra brands, ₱ bbl. Canadian is in request, including inferior to very choice extra, chiefly at $5 60@$7 50 ₱ bbl.; 1,100 bbls. changed hands within the range. Rye Flour is inquired for, at $3 50@$4 20 for fine and superfine, ₱ bbl. Corn Meal is quiet, at $3 45@$3 50 for Jersey, and $3 75@$3 80 for Brandywine, ₱ bbl.

GRAIN—Wheat has been more sought after by shippers and millers, and prices are now quoted somewhat firmer, though no actual advance has been established. We have heard of sales of 122,500 bushels, including white Canada, at $1 50; very common white Western at $1 42; amber Western at $1 43@$1 45, including 7,500 bushels, to arrive, at $1 43; red Western (Winter) at $1 42; Milwaukee Club at $1 32@$1 34, chiefly at $1 33@$1 34; Racine Spring at $1 31@$1 31½; Chicago Spring, part at $1 29@$1 30, and red State at $1 35 ₱ bushel. Corn has been depressed, and prices have declined materially. The demand has been moderate. The reported transactions amount to 75,000 at 64½c.@65½c., closing at 64½c.@65c. for heated and damp; 65c.@67c., closing at 65c.@66c. for sound mixed Western, 68c.@70c. for yellow Western, Northern and Jersey, 70c.@72c. for yellow Southern, ₱ bushel. Other kinds continue nominal. Rye rules quiet at 81½c.@83c. ₱ bushel. Oats are in limited request, including poor to prime Canada at 37c.@40c.; Western, 37c.@40c.; State, 40c.@41c.; Jersey and Pennsylvania, 35c.@39c. ₱ bushel.

HAY—Sales to-day 850 bales North River, at 80c.@90c. ₱ 100 lbs.

HOPS—Sales to-day, 70 bales last year's crop, in lots, at 7c @13c. ₱ lb.

LUMBER—The demand is moderately active for the principal kinds, which are quoted firm. Liberal arrivals at Albany, according to the *Evening Journal*, are adding to the available stocks: "There is now a good supply of nearly all kinds, though a large proportion is green or but partially seasoned. The receipts, except of Hemlock and Spruce, are expected to be large until harvest, and the Summer months will be used by close buyers in laying in their stock, while freights are low and dealers are anxious to sell, to prevent too great an accumulation of lumber. The sales for the past week have been fair, but shipments to Eastern ports have been comparatively small, owing to the scarcity of vessels. The receipts by the Erie and Champlain Canals from the opening of navigation to June 23, in the years named, were as follows:

Year.	Boards and Scantling, ft.	Shingles, M.	Timber, C. ft.	Staves, lbs.
1856..........	44,881,517	9,825	399	1,598,100
1857..........	46,941,402	23,593	4,315	16,841,529
1858..........	86,957,512	10,052	44,305	26,321,900
1859..........	74,684,100	21,921	34,607	47,386,700
1860..........	87,918,600	14,050	18,130	22,721,347

The receipts of Boards and Scantling show thus far an excess of 13,234,500 feet, yet the yards are comparatively light stocked, though the supply is ample for the trade. This fact can be attributed to the small stock on hand at the time of the opening of the canals, and the active trade demand which has existed thus far during the season. Shingles are short, while in Staves the figures show a very large falling off.

METALS—Have been quiet at old quotations.

MOLASSES—Sales to-day have been confined to small lots of New-Orleans at 47c.; Porto Rico at 38c.; and Cuba Muscovado at 28c. ₱ gallon.

NAVAL STORES—Tar and Crude Turpentine are unchanged. Spirits Turpentine is dull and drooping at 42c.@43c. ₱ gallon. A fair inquiry prevails for Resin, including common, at $1 55@$1 60 ₱ 310 lbs.

PROVISIONS—Pork has been inactive, sales having been reported of only 450 bbls., in lots, including new Mess, at $18 62½@$18 75; old Mess at $18; new Prime at $13 62½@$13 68¾; and old Prime at $12 50 ₱ bbl. Cut Meats continue in fair request at 9½c.@10c. for Hams, and 7½c.@8c. for Shoulders, ₱ lb. Lard is unaltered; sales 565 tcs. and bbls., in lots, at 12c.@12½c. ₱ lb. Beef continues in moderate demand, at old figures; sales to-day 310 bbls., in lots, at $8 75@$10 25 for repacked Western Mess; $11@$12 50 for extra Western Mess; $4 75@$5 75 for Country Mess, and $4@$4 50 for Country Prime, ₱ bbl.; Prime Mess $14@$18 ₱ tc. Beef Hams, $11@$15 ₱ bbl. Butter is salable and steady at 10c.@19c. for new State, and 8c.@16c. for Ohio, ₱ lb. Cheese is selling in lots, at 7c.@11c. ₱ lb.

RICE—Sales 250 tcs., in lots, at $4 37@$4 75 ₱ 100 lbs.

SPICES—Sales were reported of 25,000 mats Cassia on terms not ascertained.

SUGARS—Sales have been reported to-day of 700 hhds. Cuba at 6⅞c.@7½c.; 400 hhds. Porto Rico at 7⅛c.@7¾c.; 385 hhds Melado, part at 3c.; also, by auction, 100 hhds. inferior Cuba at 5⅜c.@5 11-16c. ₱ lb.

TALLOW—Sales 25,000 lbs. prime at 10c.@10⅛c. ₱ lb.

WHISKY—Sales 450 bbls., in lots, at 21¼c.@21⅜c. ₱ gallon.

FREIGHTS—For Liverpool, there were taken 2,500 bbls. Flour at 2s.; 40,000 bushels Grain, in bulk and bags, at 7½c.@7¾c.; 50 hhds. Tallow at 20s.; and, by steamer, 1,000 boxes Cheese at 50s. For London, some Flour at 2s. 10½d.; 500 bbls. Resin at 2s. 6d., and 500 boxes Cheese on terms not ascertained. Yesterday's engagements for London comprised 8 500 bbls. Flour. For Glasgow, 1,500 bbls. Flour at 2s. 6d.; some Grain, in shippers' bags, at 8d.; 10 tons Oil at 30s., and 50 ¾-boxes Tobacco at 3s. 9d. For Havre, some Flour and Grain engagements were reported, but without reliable particulars.

Sales of Real Estate....June 28.

By A. J. Bleecker, Son & Co.

Mill property at Eddyville, Kingston, Ulster County, N. Y., sold for..............	$10,000
3 parcels at Hudson City, N. Y., at the corner of Franklin and Ferry sts., all for..............	3,350
1 lot adjoining..............	700
1 lot adjoining..............	400

PERSONAL.

INFORMATION WANTED OF EDWARD MOORE, a Printer, last heard of three years ago, in Sturgis, Michigan, where he was foreman of a newspaper office. Any person who has any knowledge of his whereabouts will confer a favor on his mother by writing to MARY ANN MOORE, at the *Times* Office, New-York.

INFORMATION WANTED OF HENRY FREEMAN, of Boston; when last heard from, about three months since, he was at Selma, Alabama. He has been a traveling patent agent. Any person who may know of his whereabouts will confer a favor by writing to the Editor of the *Times*.

LOST AND FOUND.

$50 REWARD.—WILL BE PAID FOR THE RECOVERY of the picture (catalogue No. 310,) lately stolen from the 35th annual exhibition of the National Academy of Design. The picture was painted by George A. Baker, N. A., and is entitled "Maidenhood." It is a half-length sitting figure of a girl, in white dress and blue mantle, with gold chain and heart on the neck. The size of the picture is about 8 by 10 inches. By order of the Academy, T. ADDISON RICHARDS, Corresponding Secretary N. A.

LOST—CHECK NO. 7,945 ON CHEMICAL BANK, for $875 payable to S. D., or bearer. Payment of same having been stopped, the finder will receive a liberal reward for its return to A. & G. A. ARNOUX, No. 521 Broadway.

$5 REWARD TO THE FINDER OF THE BRACELET lost on the 14th inst.

TEACHERS.

SUMMER TUITION.

A gentleman, highly qualified as a teacher, desires an engagement as private tutor during the months of August and September. Reference may be had to Marlborough Churchill, Sing Sing, N. Y., and many others. Address S. R., Sing Sing, N. Y.

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CUT GLASS MANUFACTURERS.
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A general assortment of Cut and Pressed Glassware, Coal-oil Globes and Chimneys, Gas Shades, &c.

AT A MEETING HELD ON BOARD OF THE DELAWARE one of the popular line of steamers running to Philadelphia by the way of Cape May, the following gentlemen among others, being present, having been invited by Mr. James T. Sanford to view the arrival of the *Great Eastern*:

Judge COWLES	I URQUHART, Esq.,
LUTHER CLARK, Esq.,	CHAS. I. SHEPARD, Esq.,
EDWARD DODGE, Esq.,	C. S. MARSHALL, Esq.,
COR. WENDELL, Esq.,	HOWARD MATHER, Esq.,
Capt J. R. GORDON,	WM. H. SHEPARD, Esq.,
F. L. HOLBROOK, Esq.,	JOHN H. HALL, Esq.,
THOS. B. NEILSON, Esq.,	J. A. KEANE, Esq.,
T. M. SHEPARD, Esq.,	JOHN D. BECOR, Esq.,

And others.

Edward Dodge, Esq., having been called to the Chair and Robert B. Roosevelt, Esq., having been appointed Secretary, it was unanimously

Resolved, That the thanks of the meeting be tendered to Com. Oscar Coles and Mr. Sanford for their politeness in having furnished an opportunity of being present at one of the most remarkable events of the age, the arrival in American waters of the greatest production of modern skill and science.

Resolved, That to their appreciation of the occasion and kindness in placing at the disposal of their guests one of the vessels of this well known line, the meeting was indebted for an opportunity of seeing the *Great Eastern* under the most favorable circumstances, and recognized not merely the liberality of the gentlemen in charge of the line, but that public spirit which entitles them to the esteem, respect and confidence of the community.

Resolved, That the meeting was greatly indebted for the pleasure of their trip to the ability, courtesy and urbanity of Capt Cannon, the officer in charge, and to the other officers of the line and to the excellent arrangements which had been made for their accommodation.

Resolved, That these resolutions be published in the Times and Herald.

EDWARD DODGE, Chairman.
Robert B. Roosevelt, Secretary.

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New-York, June 28, 1860.

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The New-York Times.

NEW-YORK, FRIDAY, JUNE 29, 1860.

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NEWS OF THE DAY.

The steamer *Great Eastern* arrived in the Lower Bay yesterday morning at about 7 o'clock, and came up to the City as soon as the tide would permit her crossing the bar, at a little after 2, and reached her dock, at the foot of Hammond-street, at about 6 in the evening. We surrender a large part of our space this morning to a very full account of her voyage, which will long be memorable in the history of steam navigation. So many novelties are involved in her structure and mode of working, that the most ample professional details will be found valuable to those who desire to form a reliable judgment as to her capabilites. The letter of our Correspondent, we are confident, will leave nothing to be desired on this score. We are compelled from lack of space to omit much matter of interest connected with the great ship; but we shall publish this in the TIMES of to-morrow morning, together with a very full description of the vessel, illustrated by diagrams and engravings. The voyage of the *Great Eastern*, as will be seen by our report, has been a substantial success. The theory of her size is simply this: she can carry twice as much cargo as the *Adriatic* or the *Persia*, with the same horse-power and cost, simply on account of her size, the engines being the same. Her first trip has demonstrated the mechanical correctness of this theory, by proving that the ship not only equals, but exceeds smaller vessels in seaworthiness and manageability. More than this—it demonstrates the equally important fact that the comfort and safety of passengers are increased in proportion to the size of the vessel. The moderate speed attained by the *Great Eastern* on this trip is fully accounted for by her purposely but not necessarily low steam pressure, by a considerable deviation from the shortest course to avoid ice, by a foul bottom, and by other abnormal circumstances. The positive facts developed are the perfection of the hull and the excellence and reliability of the machinery. The engines were not stopped for adjustment during the entire passage, Mr. SCOTT RUSSELL's wave-line, more beautifully developed on this vessel than ever before, is such that, at her highest speed, the vessel does not raise a perceptible wave, except by the action of her propellers. The commercial question—Can large ships be filled?—has not yet been reached. The interval between the announcement of the *Great Eastern's* arrival off the Hook and her passage of the Bar was long enough to rouse all our sea-going, yachting and pleasure-loving population to give a welcome to the monster. Tugs of all sorts and sizes, steamers and sail-boats, crowded down the Bay towards 3 o'clock, and rarely has so animated a scene been presented as unrolled itself before the eyes of the passengers on board the great ship, when she fairly opened the harbor of New-York from the Narrows. The skill with which her New-York pilot, Mr. MURPHY, carried her over the bar, navigated her through the crowded bay, and brought her to her moorings at the foot of Hammond-street, was the theme of general comment and admiration. Salutes, public and private, attended her approach—the *Harriet Lane* and the Cunard steamers at Jersey City particularly distinguishing themselves in this contest of politeness. The yacht squadron was handsomely represented, and nothing could have been more cordial and festive than the reception which was extended on all sides to the one long-looked for visitor. The wharves of the North River from the Battery to Canal-street, were packed closely with an eager and enthusiastic crowd, which cheered the ship heartily as she slowly and majestically moved along. No accident occurred to mar the satisfactions of the day, although the great ship, on running alongside the dock carried away some ten feet of planking at her first touch of the wharf.

Our Washington dispatches state that the delegations from the Pacific States in Congress, troubled at the loss of the Overland Mail bill, are casting about to make some arrangements by which the Postal Service between the Atlantic and Pacific coasts can be continued. Relying upon the promises of the Post-Office Department, that if they would allow the Deficiency bill to pass, an arrangement should be made by which adequate postal accommodations should be afforded to their constitutents, they did so, and now the Postmaster-General positively refuses to go beyond the law, which only allows the contract to be made with the compensation confined to the postages. In this strait it is understood that an effort is to be made to induce Commodore VANDERBILT to accept a contract upon those terms, with the private pledge that a bill for his relief shall be pushed through Congress at the next session. It is intimated, however, that the Western opponents of an ocean steamer contract have threatened to denounce the whole arrangement on the floor of Congress as an evasion of the law.

The Senate finally adjourned yesterday, after a short Executive Session, during which they confirmed the nomination of Lieut. Col. JOSEPH E. JOHNSTON as Quartermaster-General of the Army.

By the arrival of the steamship *Granada*, from Havana, and the *Matanzas*, from Matanzas, we receive later advices from the West Indies. The health of Havana continues very good for the season, and business was generally active. At Matanzas, also, business was quite active, the demand for Sugars being good. From Jamaica we learn that there was a probability that a census of the island would soon be taken. Typhoid fever was prevailing to some extent at Kingston, though not sufficiently so to interfere with business, which had considerably improved.

The State Convention of the Democracy of Michigan took place yesterday at Detroit, JOHN S. BERRY, of St. Joseph, was nominated for Governor, and WILLIAM M. FENTON for Lieutenant-Governor.

The Japanese Embassy was yesterday engaged in packing up. To-day they will be escorted to the steamer *Harriet Lane*, by the Seventy-first Regiment. After a visit to the fortifications in the harbor they will be placed on board the steamer *Niagara*, where they will remain until they set sail on Monday.

The Stockholders of the American Telegraph Company met at No. 4 Wall-street, yesterday, by request of the Directors, to listen to and act upon statements in relation to the management of their affairs. Mr. Z. BARNUM occupied the chair and Mr. W. RUSSELL acted as Secretary. There were about seventy of the stockholders present, but soon after the organization, and before any business had been done, Mr. W. LIVINGSTON moved an adjournment, and after that motion had been debated for a long time, Mr. COOPER, late Street Commissioner, moved to amend by making the adjournment to this day at 12 o'clock, at the Astor House, which was carried.

Senator WILSON, of Massachusetts, addressed the Republican Central Committee last evening, at considerable length, upon the prospects of the Republican cause in the coming campaign, which he considered excellent. Letters were received from Senators SEWARD, SUMNER, WADE and others, regretting that they could not be present.

The Commencement of the General Theological Seminary of the Protestant Episcopal Church, took place in St. Peter's Church yesterday morning. Bishops DE LANCEY, CHASE, ATKINSON and ODENHEIMER, and a large number of clergymen were present. Bishop ATKINSON, of North Carolina preached the sermon. Fifteen students graduated, and will be ordained in Trinity Church on Sunday morning.

At the first Commencement of the Cooper Institute last evening, certificates were presented to three hundred and fifty-six pupils who have passed a satisfactory examination. Orations were delivered by some of the pupils, and an address by PETER COOPER, Esq. The exercises were varied by choral music under the direction of Dr. GUILMETTE.

The Quarantine Damages Commissioners resumed their session yesterday morning, and were occupied nearly the whole of the day listening to the arguments of counsel upon the question of the liability of Richmond County for the destruction of private property and other personal damages.

The Stock market was generally firm yesterday. The Foreign Exchanges steady. In the Money market no change of rates. The holders of $3,000,000 over-due Treasury Bills, bearing 5½@6 ℘ cent., overdue, renewed them at the same rate for one year longer, through the New-York Sub-Treasurer.

The transactions in Flour were less extensive, though prices were more in favor of buyers. A lively business was reported in Wheat, which was quoted somewhat firmer. Corn was depressed and lower. The movements in Provisions were quite limited. Operators, "having nothing else to do" on 'Change, manifested a deep interest in the forthcoming Presidential election, betting on the chances of each candidate, and of the election being thrown into the House of Representatives. Having satisfactorily adjusted "the affairs of the nation," dealers discussed the merits and defects, the size, model and swiftness of the *Great Eastern*, and then adjourned for the day. Groceries were moderately inquired for. Cassia was in brisk demand. About 750 bales Cotton were disposed of at former rates. Other branches of trade exhibited no really new feature.

The Great Eastern.

The *Great Eastern* has ceased to be an empty name to the people of New-York. After months of excited expectation, continually dashed by ever-recurring blunders, follies and failures on the part of the management to whose hands the great ship had been committed, the commercial metropolis of the New World was yesterday roused to a moment of general and sincere enthusiasm, by the tidings that this leviathan of the deep was actually passing the bar, and gliding to her moorings at our docks as easily and gracefully as if she were but an ordinary member of the great family of steamships which have made this port so long their Western home.

We publish elsewhere in our columns a most full and minute account of the memorable first voyage of this revolutionary vessel, from the pen of a correspondent of the TIMES who has been familiar with the ship in her days of misadventure, and who speaks with the authority of a thorough and scientific acquaintance with her powers. The thousands who from every quay and wharf of the City, and from the decks of the myriad vessels, ferry boats, yachts and steamers which swarmed yesterday about the majestic march of the stranger, like crowds in Broadway about some grand *cortège*, will find in this account the explanation and the confirmation, too, of all that they admired, in the easy dignity with which this St. Peter's of the sea steamed silently up the bay, wended her way through the mazy multitudes of our harbor craft, and rounded to her dock as if "to the manor born."

It would seem that fortune has wearied at last of persecuting this great enterprise. Its worst shafts were spent, indeed, when the coadjutor of Mr. SCOTT RUSSELL, her designer, and the skillful sailor who had hoped to bring her first in triumph across the Atlantic, were so mysteriously stricken down before the hour of recompense for all their efforts and of fruition for all their honorable aims, had sounded. If anything cast a cloud for New-Yorkers over the brilliant success which was yesterday consummated, it was the thought that neither BRUNEL nor HARRISON could reap the earthly harvest of the grand experiment with which their names will remain forever associated. No other cloud, however, rested or rests upon the scene. A Summer sea was with the ship throughout almost the whole of her passage, and a Summer sky welcomed her to America. Favored by the winds and the waters, the *Great Eastern* appears before the new tribunal which is to pass upon her merits in a guise which may well propitiate her judges. One point alone of excellence, which the world had looked to see attained by this paragon of naval architecture she has failed to demonstrate her capacity of reaching. Our correspondent sets forth with impartial clearness the various causes to which may fairly be referred the disappointment which will be very generally felt at the performance of the great ship in respect to speed. Long since, in one of our reviews of her past achievements, we had prepared the public to expect this disappointment by showing that as compared with those steam navies of modern commerce which the *Great Eastern* was partly intended to drive from the seas, the monster ship was strangely underpowered. There are vessels afloat which, with a tonnage only equal to less than one-third that of the *Great Eastern*, are propelled by a steam-power fully one-half as great as hers. In the most favorable circumstances this disproportion of her force to her weight must tell against the speed of the ship, and our correspondent puts the minimum of time in which she may be expected to cross the Atlantic at little less than nine days. Speed, however, is but one element of success in the steam navigation of the ocean; and it is not impossible that a quite unprecedented rate of speed might have been achieved for the *Great Eastern*, had the original design of her builder been carried out to its legitimate results, without regard to the effects of the necessary expense upon other essential features of the enterprise. That this could not be done is involved in the simple statement of the fact that the ship was built by a Company. Attempts at limiting expenditure and keeping alive some hope, however slight, of eventual dividends, are inevitable incidents of every joint stock undertaking.

Moreover, the commercial basis on which SCOTT RUSSELL's magnificent design was adopted, was the theory that a ship could be built to carry twice the cargo of vessels like the *Adriatic* or the *Persia*, with the same steam power and with no proportionate increase in the cost of working. The feasibility of this theory has been completely demonstrated by the voyage of the *Great Eastern*, and with this demonstration another fact of equal importance has also been established. It has been shown beyond the possibility of a doubt that the seaworthiness, safety and comfort of a passenger ship are increased in proportion to the size of the vessel. The unanimous testimony of the passengers, whose rare good fortune it was to make this experiment, settles this great point. Familiar, most of them, with Atlantic navigation under all its aspects, they agree in stating that never has the great sea been traversed before with such comfort, with such a sense of security, such freedom from all the small plagues and great perils of "life on the ocean wave." Such space for exercise, such facilities for repose, such guarantees against the "demon of the sea" as the *Great Eastern* affords, it would have seemed before her bold designer built her model in his brain, mere madness to dream of. This, in an age of universal movement, in which the populations of both Continents shift back and forth like the masses of the waters themselves, is, of itself, a victory important enough to challenge the admiring gratitude of mankind. For that portion of mankind represented by the stockholders of the *Great Eastern* another matter of interest remains unsettled even by her Transatlantic trip, or rather has been settled in no favorable sense so far as her Transatlantic future is concerned. Vast as is the constant growth of Transatlantic traffic, it does not appear that the *Great Eastern* is likely to command profitable occupation on a line of navigation in which her peculiar advantages may be met and counterbalanced by the equal speed and greater frequency of departure from either shore of her smaller rivals.

It is to Australia or India, rather than to America, that the giant vessel must look for remunerative employment. Be this, however, as it may, the conception and achievement of such a scheme as the building of the *Great Eastern*, even if it should prove a commercial failure, must remain a great historical success. It has removed the limits of human enterprise; prepared the way for new and vast developments in the science of navigation, and in a thousand ways will work for good upon the nation which has undertaken it, and the age which has seen it so triumphantly carried out.

Mr. Buchanan's Reward.

If the Old Public Functionary who has presided during the past forty months over the distribution of our Federal patronage, has not become satisfied by this time that his Administration has been a failure, and the most utter failure on record, we can only account for it by regarding him either as self-conceited beyond the arrow-flight of rebuke, or as possessing a density and apathy of the moral nerves, utterly paralyzing those organs through which ordinary men are made aware of shame. Let us cite a few of the most recent "hints" which have been given to Mr. BUCHANAN of the estimate placed on his services by a grateful country.

Not having been educated according to the ethics of the English ring, but having an honest American love of fair play, and desiring to strike no blows below the belt,—we shall only quote such "hints" as are of Democratic origin—such public rebukes from the very men who elected him as must have been printed and laid under Mr. BUCHANAN's nose in the columns of his own exclusive paper. That he should be reviled by Republicans might to him seem natural—though to us most unjust and ungrateful; for certainly to no one man in the country, nor to anything in themselves, are Messrs. LINCOLN and HAMLIN more largely indebted for the bright prospects now opening before them, than they are to the public conduct and career of the present Democratic President.

A Democratic Convention was held at Charleston, fully one half its members being men who had voted for Mr. BUCHANAN's nomination in 1856, and fully one-fifth of the Convention standing either directly or indirectly bound to the Executive by current, cash-paying patronage. Yet not a man in the whole body had sufficient hardihood to rise and propose the usual complimentary indorsement of "our present beloved and illustrious President." Even RYNDERS had not brass enough in his composition to face the music which would have been called forth by such a resolution; even that seldom-sounding cymbal, our New-York Collector, had not sufficient metal in him to challenge the responsibility of such a vote as he knew would follow.

At Baltimore this Convention met again after a prolonged adjournment—an adjournment during which the few papers supported by Federal patronage had not failed to make clamorous complaint of the omission recited. It was a mere form, but an invariable form, they argued. The passage of such an indorsing-resolution was due to the Old Public Functionary. True, the refined gold of his virtue did not need this gilding; the lily of his services might well afford to scorn such paint; the rainbow of his Administration could receive no additional lustre from any hues within the power of the Convention to impart. Nevertheless, Mr. BUCHANAN wished the gilding, painting, and additional coloring processes undertaken—"more for the sake of the party record, than for any personal pleasure it could give himself;" and there were hints, not a little significant, that any Federal place-man would raise himself a notch higher on the pay-and-promotion roll, by attempting, even though unsuccessfully, to procure the coveted indorsement.

But the adjourned Convention, sitting a Baltimore, paid no heed to these Executive pleadings; the Federal place-holders on the floor were wiser in their generation than the man who had appointed them. They did the very utmost that could be done for an Old Public Functionary in such wretched plight—entering his desolate chamber with averted eyes and there covering his political nakedness with a mantle of most charitable silence. This they all felt—even CUSHING felt—was the very utmost that could be done for him; to ask any further concession would have been a provocation requiring to be resented as a personal insult by fourteen out of every fifteen men in the entire body.

But there was yet another chance, and, judging from mere appearances, one might think a most favorable chance—for securing the indorsement so eagerly sought. The special friends of Mr. BUCHANAN, including the Fire-eaters *par excellence*, or genuine Southern brand of the article—together with such star-engagement Fire-eaters as Dr. LORING and BEN F. BUTLER, of Massachusetts, SCHELL and BARTLETT, of New-York—together with a goodly, though not large, assortment, of New-England Postmasters,—all these amiable creatures strayed away from the Happy Family on exhibition in Front-street Theatre, and organized a little convention of their own in a separate hall.

Now here, evidently, was the chance of chances for an Executive puff—a first-class, blue and gold Convention-notice, such as our Sunday papers are in the habit of inserting editorially at fifty cents per line, or thereabouts. But still not a hero could be found, even among the Saints-militant of this third political Chapter, with pluck enough in his veins, or venality enough in his heart, to propose a resolution complimenting JAMES BUCHANAN on his success in ruining the organization which made him President four years ago! The third Convention separated as did the others, without once mentioning his name; and now, since the chivalry at Richmond have also refused to take compassion on him, he stands as the solitary example in our history of a Chief Magistrate whose exodus from power could not elicit even the poor tribute of a ceremonial party-regret or party-compliment.

Of the other "hints" which have been given to Mr. BUCHANAN—such as the nomination of Judge DOUGLAS—the approaching financial marasmus which is rapidly overtaking the *Constitution*—the Congressional vote of censure in a full House, against which only forty members voted;—and, finally, the fact that not even the blunders of the Covode Committee have been able to produce any reaction in his favor;—all these "hints," we think, should be enough to convince Mr. BUCHANAN that, in making a covenant with Lecompton, he sold his political salvation for an amount of scrip, small in quantity, and utterly worthless in the public stock market. D. S. DICKINSON spent a life in devotion to what is called the South, and received half a single vote from that section at Charleston, in full payment and reward for his services. Mr. BUCHANAN has given up his entire Administration to the same "South" during a term of three years and a half, and yet all his appeals cannot extort from those he has benefited, or striven to benefit, the mere formal acknowledgment of a complimentary resolution! Verily, the way of the transgressor is hard, and Sin, in the political as well as in the moral world, pays out Death for wages.

Sunday in the Central Park.

It has never been difficult to foresee that the completion of the Central Park must inevitably produce a very marked effect upon the character and habits of our people, especially on Sundays. The fashionable classes, professional men, and people whose engagements give them some leisure every day, will visit the Park and use it for recreation on week days. But the great mass of our laboring classes are absolutely debarred from using it at all, unless they do so on Sunday. Hitherto they have had no place of attractive resort, and have from compulsion, and to the sacrifice of health and comfort, remained at home. But the Park creates a new state of things,—and it will inevitably be filled every pleasant Sunday by thousands and tens of thousands of our citizens, laborers and others, who embrace that as the only occasion afforded during the week for fresh air, recreation, and a pleasant walk or ride for themselves and their families. This result is already apparent. Every Sunday the Park is even now filled with people of this class,—respectable in appearance, perfectly orderly in their conduct, and enjoying the beautiful region thus opened to them all the more keenly, because of the rarity of the experience which it affords them.

The religious portion of the community have naturally watched the development of this effect of the Park with some anxiety. There are some, though very few, among them who urge that the Park should be entirely closed on Sunday;—but this would be simply to confine its enjoyment wholly to people of leisure,—to exclude from it the laboring classes altogether. No one who appreciates the real utility of such a Park could be for a moment in favor of such a course, for it would utterly destroy the main objects for which it is created. The large portion of our Christian community take a much more moderate and judicious view of the subject, and are content with seeking to prevent such abuses of the Park on Sunday as would convert it into a scene of noisy mirth and dissipation.

The gentlemen composing the Sabbath Committee have addressed a memorial to the Park Commissioners, remonstrating against their sanctioning popular diversions in the Park on Sunday,—against their providing boats for Sunday use on the water,—or amusements of any kind upon that day. They do not object, however, to keeping the Park open to all classes on Sunday, as on every other day; indeed, they claim this as a public right, and they claim, further, that it shall not be used "either for races or camp-meetings,—for Sunday sports or religious services,"—but left open equally to all upon the same footing. We are inclined to think they go too far in wishing to exclude refreshments on Sunday, and others will question the necessity of rigidly excluding music. But none who have a proper regard for the peace and order of society, will dispute the propriety of the general views which they advance. While the Park is open for all, nothing should be permitted within it on Sunday which will "either offend or corrupt the public conscience."

The letter they have addressed to the Commission on this subject is too long for insertion in our columns;—but it commends itself to general favor by the rational moderation of its language, as well as of the views which it presents.

The Japanese in New-York.

PREPARING TO LEAVE—ARRANGEMENTS FOR THE ESCORT—THE SEVENTY-FIRST REGIMENT ORDERED OUT.

Packing up was the order of the day among our Japanese guests at the Metropolitan yesterday, though a large number of the inveterate shoppers found time to take strolls in various portions of the City, affording opportunities to the *rara aves* who have failed to 'see the Japanese' to gratify their curiosity. The authoritative announcement that the *Great Eastern* had arrived, seemed to do away with the last particle of interest in our thirteen days' wonder, and they were comparatively unmoleted. A few of our country cousins, however, were at the hotel on a tour of inspection.

To day, at 1½ the Embassy will take a final leave of their quarters, and, in company with the Naval Commission and Common Council Committee, will be escorted by the Seventy-first Regiment to Whitehall. Here they will embark on the steamer *Harriet Lane*. After an excursion among the fortifications of the harbor, they will be placed on board the United States steamer *Niagara*, where they will remain until they set sail for Japan on Monday. SIMME BUJSEN is, however, replaced by another *Great Eastern*, so he can be spared. The following order has been issued to the Seventy-first Regiment.

The Naval Commission yesterday, at the request of the Common Council Committee, agreed to exchange photographs. The pictures were taken by FREDERICK's opposite the Metropolitan, and copies will no doubt adorn his already choice collection.

In connection with the departure of the Japanese from this City, to-morrow, the following military order has been issued:

The Committee of Arrangements of the Common Council, having in charge the Japanese Embassy, have requested Major-Gen. SANDFORD to detail the Seventy-first Regiment, Light Infantry, New-York State Troops, as Escort and Guard of Honor to the Embassy on their departure from this City. In accordance therewith, this Regiment will parade in full uniform—"white trowsers"—to-day, (Friday,) the 29th inst. The Regimental line will be formed in Bond street, right on Broadway, at 12¾ o'clock P. M., precisely. Commandants will report with their Companies to the Adjutant, on the ground, at 12¾ o'clock. The band, field music, and non-commissioned staff will report to the Adjutant at 12½ o'clock. The field and staff will report to the Colonel (dismounted) at 12¾ o'clock. By order of

A. S. VOSBURGH, Colonel.

During the morning a number of the Embassy found time to witness a marriage ceremony at Grace Church, to which they were invited as individuals and which they viewed with much interest.

A number of friends of the Naval Commission and prominent citizens, among whom were Archbishop HUGHES, were presented to the Princes during the day.

In the afternoon the Naval Commission dined with the Common Council Committee by invitation.

NEWS BY TELEGRAPH.

FROM WASHINGTON.

THE POSTAL SERVICE TO THE PACIFIC.

Final Adjournment of the Senate.

Special Dispatch to the New-York Times.

WASHINGTON, Thursday, June 28.

THE DEFEAT OF THE OVERLAND BILL—ITS RESULTS AND FORTHCOMINGS.

The loss by four votes in the House on Monday last, of the Overland bill, that passed the Senate the same morning, has thrown the Pacific delegations out of gear. They relied upon the promises from the Post-office Department, that if they would allow the General Post-office Appropriation bill to pass without amendment, they could, after the adjournment of Congress, have ample facilities to provide for Oregon and California, in the way of Overland Postal communication. But when the Overland Mail bill, to which the Postmaster-General was opposed, was lost in the House with the Post Route bill, the delegates who were parties to that bargain and sale found themselves sold. The inexorable chief of the Post-office Department refused any overland mail by the Central route, designing, perhaps, to economise the late New-York defalcation at the expense of the Pacific coast.

Com. VANDERBILT has offered to carry the mails at the rate of $400,000 per annum, if the President would recommend Congress to pay him—the Commodore taking his chances of compensation beyond the postages. The Postmaster-General refused to make any contract other than the law allows, viz.: For the sea and inland postages. In this dilemma, which leaves the new gulf line unsustained, and compels the delegation to face their constituents at the next election, with the fact of reduced mail facilities, instead of a "Daily Overland Mail," which they might have had any time during the last ninety days, Senator LATHAM has gone to New-York, it is said, to entreat Commodore VANDERBILT to accept a mail contract for the sea and inland postages, with the private pledge of certain of the Pacific delegation, that a bill for his relief shall be put through Congress next session, which, as HORACE F. CLARK has a certain balance of power in the House, may not fail there. But this negotiation having leaked out, the Western friends of the Overland Mail, who had the clause added to the Appropriation bill, prohibiting any steamer mail contract to California, except for the postages, have avowed their determination to denounce the whole contrivance on the floor of Congress, as an invasion of a plain law, and as a fraud. Q.

Dispatch to the Associated Press.

WASHINGTON, Thursday, June 28.

The Senate confirmed Lieut.-Col. JOSEPH E. JOHNSTON, of the Second Cavalry, as Quartermaster-General of the Army, in place of Gen. JESSUP, deceased.

The nomination of Mr. CHURCHWELL, of Tennessee, as Minister to Guatamala, was not even reported back from the Committee on Foreign Relations.

All the other Executive business was transacted.

Extra Session of the Senate.

WASHINGTON, Thursday, June 28.

The Senate met at 10 o'clock.

There was difficulty in procuring the attendance of a quorum. Several Senators had to be sent after for this purpose.

Unsuccessful efforts were made to order the printing of the eleventh volume of the Pacific Railroad Report, containing maps and charts, which, it was insisted, were necessary to an understanding of the text of the ten volumes already published.

Mr. SIMMONS, from the Committee appointed to wait on the President, had no further communication to make.

After a short secret session the Senate adjourned *sine die*.

Political Demonstrations.

CONCORD, N. H., Thursday, June 28.

The Douglas demonstration last night was the most active and enthusiastic ever witnessed here. Rumford Hall was overflowed early in the evening, and the masses adjourned to State House-square. The speaking was kept up till a late hour and the firing of cannon was continued till daylight.

MANCHESTER, Thursday, June 28.

A. I. RICHARDSON, of Old Town, Me., was instantly killed, and BENJAMIN WHIPPLE fatally injured, by a premature explosion of a cannon at the Douglas jubilee last night.

PHILADELPHIA, Thursday, June 28.

For the DOUGLAS ratification meeting in Independence-square, on Saturday night, REVERDY JOHNSON, JOHN COCHRANE and Maj. HERON, of Louisiana, are promised certain, with other eminent speakers. Notwithstanding the briefness of the notice an enthusiastic manifestation is anticipated.

It is stated on good authority that the Douglasites will refuse all overtures on the part of the Breckenridgers to unite on an electoral ticket, and will demand an expression of preference from the electors appointed by the Reading Convention, and amend the list if necessary.

ST. LOUIS, Thursday, June 28.

At the Douglas ratification meeting, last night, speeches were made by the delegates to the Baltimore Convention, including Gen. CLARK, who voted for DOUGLAS only on the last ballot. Resolutions were passed indorsing the nominees and non-intervention. There was a good attendance.

WESTFIELD, Thursday, June 28.

Thirty-three guns for BRECKINRIDGE and sixteen for the Massachusetts Delegation are being fired here this evening.

DETROIT, Mich., Thursday, June 28.

A large meeting was held this evening to ratify the nomination of DOUGLAS and the State ticket. A salute of 100 guns was fired.

Michigan Democratic State Convention.

NOMINATIONS FOR STATE OFFICERS.

DETROIT, Thursday, June 28.

The Democratic State Convention met here, today, and made the following nominations:

For Governor—JOHN S. BARRY, of St. Joseph.

For Lieutenant-Governor—WM. M. FENTON, of Genesee.

For Treasurer—ELON FARNSWORTH, of Mayner.

For Auditor-General—WILLIAM PENOYER, of Ottawa.

For Secretary of State—WILLIAM FRANCIS, of Allegany.

For Attorney-General—CHAUNCEY JOSLYN, of Washtenaw.

For Land Commissioner—SAML. S. SMITH, of Houghton.

For Superintendant of Public Instruction—FRANCIS W. SHEARMAN; of Calhoun.

Maine Democratic State Convention.

THE DOUGLAS ELEMENT PREDOMINANT.

PORTLAND, Thursday, June 28.

The Democratic State Convention was held here to-day, and was very largely attended. Hon. J. W. BRADBURY, of Augusta, presided. On the first ballot for a candidate for Governor, EPHRAIM K. SMART, of Camden, had 714 votes against 11 scattering. WM. P. HARRIS, of Biddeford, and H. STRICKLAND, of Bangor, were chosen Presidential Electors—both strong for DOUGLAS. The spirit of the Convention was quite unanimous for DOUGLAS.

Mutiny by Coolies.

BOSTON, Thursday, June 28.

Ship *Kitty Simson*, of New-York, from Macao for Havana, with 350 Coolies on board, put into Table Bay, Cape Town, May 3, for water and refreshments. March 5 the Coolies attempted to take the ship, but were driven below—one being shot dead, and several wounded. The ringleaders of the outbreak subsequently received 50 to 100 lashes, and were secured in irons.

New and Dangerous Counterfeit.

BUFFALO, Thursday, June 28.

Faxan's Bank Note Register and Counterfeit Detector reports that a very dangerous counterfeit on the Prescott Bank, Lowell, Mass., of the denomination of $100, has just been put in circulation. The engraving is well executed, and is intended for a *fac simile* of the genuine. The filling up is all in one hand,' and the engraving imprint is RAWDON, WRIGHT, HATCH & CASSON, Boston. BROWN & Co., bankers, received five of the bills.

Congressional Nomination.

COLUMBUS, Ind., Thursday, June 28.

The Democrats of the Third Congressional District of this State have nominated Rev. WM. M. DAILEY for Congress. Resolutions indorsing the nomination of DOUGLAS were adopted.

Boiler Explosion in Lee, Mass.

STOCKBRIDGE, Thursday, June 28.

One of the boilers at PLATNER & SMITH's [illegible] new paper mill in Lee exploded this morning at 6 o'clock, tearing the boiler-house in [illegible] great damage. No person was injured, [illegible] pened just before the hands were to commence work

Cooper Institute Commencement.

ADDRESS BY PETER COOPER—ORATIONS—MUSIC—DISTRIBUTION OF PREMIUMS.

Rarely has the Cooper Institute been the scene of so interesting an exhibition as that of last evening, on the occasion of the Commencement—the first of this noble institution. On the platform were PETER COOPER, the honored founder of the Union; WILSON G. HUNT, Chancellor FERRIS, Ex-Mayor TIEMANN, EDWARD COOPER, and other distinguished gentlemen, the tutors of the Institute, and about a hundred of the more advanced pupils,—the young ladies among whom presented an attractive appearance in their uniform dresses of white muslin and blue sashes. After the singing of an anthem by the pupils under the leadership of Dr. GUILMETTE, and a prayer by Dr. FERRIS, PETER COOPER, Esq., came forward and spoke as follows:

ADDRESS OF PETER COOPER.

Mr. COOPER said: "The exercises of this evening will terminate the first session of the Cooper Union, 'For the Advancement of Science and Art.' The income of the corporation derived from the rents of the stores and offices and of the Hall, has been sufficient to maintain a free reading room filled with magazines and newspapers, a picture gallery, the school of design for women, classes of instruction in chemistry, mechanical philosophy, mathematics, music, architectural, mechanical and free-hand drawing, free of expense to all applicants. About two thousand pupils have participated in the instruction given, and over 4,000 persons have weekly visited and used the reading-room. The philosophical apparatus has been purchased out of the fund of $10,000 specially provided for that purpose. The trustees are happy to state that the conduct of the students has been admirable, fully justifying the confidence reposed in their ability to govern themselves. Considering that the majority of the pupils rely upon their daily labor for support, the progress of the classes has been remarkable and most satisfactory to the Trustees. The examinations at the close of the term were fairly conducted, by gentlemen eminent in their several departments. The reading of the reports made by them to the Trustees will take place in due course.

The certificates which will be awarded to-night are based upon the reports which have been made to the Trustees in each case.

The revenue of the Institution is now adequate for the permanent support of the various departments of instruction specified in the trust deed.

The reading room and picture gallery will remain open during the entire year except two weeks in the Summer, which will be required for renovation. The school of design for women will, during the recess, be greatly enlarged, so as to accommodate three hundred pupils, and teachers of the highest grade of excellence will be employed. This school will, with the night classes, be reopened on the first Monday in October next. Classes will be formed in Chemistry, Mechanical Philosophy, Mathematics and Drawing. In addition thereto the Trustees will establish a course of instruction in popular physiology and sanitary science, and also, if a suitable instructor can be found, a course of instruction in social and political science.

They are also gratified to announce that, by the liberality of a well-known citizen, a course of popular readings of standard literature will be given on the evenings of each week by the best readers of the day. Admission to all the above courses of instruction will be granted without charge or payment of any kind to all persons, male or female, of good moral character, above the age of sixteen years, who shall comply with the regulations of the trustees.

Applicants may register themselves daily at the office between 9 A. M. and 3 P. M., and during a part of September the office will be open in the evening for the purpose of affording the working classes an opportunity to register their names.

The trustees will decide on the admission of applicants during the last week in September, giving the preference in all cases to those who earn their own livelihood, and are dependent on their own exertions for support. [Loud applause.]

The exercises were then continued, consisting of an oration on "Modern Applications of Chemistry," by LAWRENCE VAN WYCK; another on "Mechanical Art an Element of National Progress," by WM. FERRIS; another on "Drawing and its Applications," by HENRY C. BURTON; another, by ROBERT GALBRAITH, on "Knowledge and its Achievements;" reading of the reports of Examining Committees; delivery of addresses to pupils, and closing address to pupils, by HON. WM. C. ALEXANDER. Of the pupils who received certificates, there were of the class of Mathematics, 21; Mechanical Philosophy, 12; Chemistry, 31; Agricultural Drawing, 32; Mechanical Drawing, 53; Free Hand Drawing, 54; School of Design, 60; Vocal Music, 89. The exercises were agreeably diversified by the singing of the class in Vocal Music, under the direction of Dr. GUILMETTE. The entire occasion demonstrated the vast benefits of the princely donation of this temple of education, by Mr. COOPER, to the working classes of New-York. The exhibition of drawing was extremely creditable.

Amusements.

Mrs. JULIA DEAN HAYNE, whose original engagement of six nights only has been prolonged from week to week by the "pressure of public opinion," will receive to-night a grand "testimonial" in compliment to her graces and her talents, at the Winter Garden. On this occasion, a new actor, Mr. CHAS. BARRAS, will make his *debut* in New-York in a play of his own, the 'Hypochondriac.' Mr. JORDAN, Mr. C. BARTON HILL, and other actors of mark and merit have volunteered their services in behalf of a lady whose high qualities adorn her profession with so rare and honorable a light. Mrs HAYNE is shortly about to leave this country for a professional visit to Europe, where, we doubt not, new triumphs await her.

The Palace Gardens have become "an institution," and thanks to the indefatigable energy with which the Muses are summoned into service by the manager, a very agreeable institution of New-York. The vast and increasing influx of Summer strangers which is fast converting New-York into a genuine watering-place of the most delightful kind, guarantees success to all experiments of this kind when conducted with tact and spirit. The Ronzani Ballet-troupe are alternating here with *soirées dansantes* in the fashion of Cremorne or the Chateau des Fleurs, and for the Fourth of July, Chinese fireworks and Japanese Feasts of Lanterns are promised.

The noble army of negro minstrels has also been reinforced by the troupe of HOOLEY & CAMPBELL at the French Theatre in Broadway, where the "Japs," before they sink below the horizon, may have an opportunity of hearing our "national music" in all its perfection.

GENERAL CITY NEWS.

COMMENCEMENT OF RUTGERS INSTITUTE.—The twenty-first annual commencement of the Rutgers Female Institute was held yesterday afternoon, in the Rutgers-street Church. A very large audience was in attendance. The exercises opened with an anthem, sung by the pupils of the school under the direction of Prof. J. C. WOODMAN. The President of the Institute—Rev. Dr. KREBS—then offered a prayer, which was followed by the reading of the reports of the Committees on the various branches of study pursued in the seminary. Testimonials of merit and scholarship were then distributed to a large number of pupils. After singing the "Parting Hymn of the Graduates," the President presented diplomas to the following ladies, members of the graduating class: Mary C. Woodford, Anna O. Snowden, Clementina Correja, Mary B. Sutt, Kate White, Antoinette Daly, Ella Hanfield, Martha Rhodes, Mary E. Myers, Fanny E. T. Parker, Anna Hodgkinson, Anna Van Glahn, Kate C. Wood, Martha Colyer, Margaret M. Wood. The exercises were concluded by the singing of a hymn to the tune of Old Hundred, followed by benediction by the President. The Rutgers Female Institute numbers at present 175 pupils, and is in highly prosperous condition.

COMMENCEMENT EXERCISES OF THE GENERAL THEOLOGICAL SEMINARY.—The Annual Commencement of the General Theological Seminary of the Protestant Episcopal Church, was held yesterday morning at St. Peter's Church, in Twentieth-street, near Ninth-avenue. The Right Reverend Bishops of New-Hampshire, Western New-York, North Carolina, and New-Jersey, were present, and took part in the services. The students and graduates, with Rev. Drs. JOHNSON and MAHAN, Professors in the Seminary, were seated in the front pews facing the chancel. The sermon was preached by Right Rev. THOMAS ATKINSON, Bishop of North Carolina. Fifteen graduates afterwards received testimonials previous to ordination.

POLICE COMMISSIONERS.—The Metropolitan Police Board met at the Head-quarters, No. 413 Broome-street, yesterday, and received the regular sanitary reports from New-York and Brooklyn. Sergeant LORD reported various nuisances, and a notice was served on the City Inspector to have the same abated. No other business was transacted.

BROOKLYN NEWS.

CITY COURT.—Calendar for this day—[illegible] 61. The libel suit brought in this Court by Dr. STEPHEN B. DOTT, against the New-York [illegible] was brought to a close yesterday, the Jury [illegible] a verdict for plaintiff awarding him six [illegible]. The libel consisted in the publication of [illegible] on the trial of Dr. DOTT before the Court of Sessions, for assault and battery.

SOUTH BROOKLYN REPUBLICAN CLUB.—A preliminary meeting was held last evening in Union Hall, corner of Court and Sackett streets, to make preliminary arrangements for organizing a South Brooklyn Republican Association and erecting a wigwam. A Committee was appointed to recommend a plan of operations.

THE GREAT EASTERN.

[*Concluded from Eighth Page.*]

relation of capacity and power which has justified the increasing dimensions of modern vessels, culminating as they do in the gigantic bulk of the *Great Eastern*. [illegible] conclusive proof that within any desir[illegible], there is no practical difficulty in constructing and working a steamship of any size, securing at the same time every nautical requisite fulfilled heretofore in smaller vessels. As has been stated elsewhere, the only question remaining to be solved is the commercial question:—will vessels like the *Great Eastern* pay? If they can command cargoes or passenger lists as full, in proportion to their tonnage, as those now carried by existing steamships, there can be no question of their complete success. Unless the traffic increase with the size of the vessels, however, large ships are opposed to one great requisite of communication—whether by land or sea—to wit: frequency of departure and arrival. A given number of passengers carried, 1,000 at a time, can be accommodated but half as often as when but 500 are carried. A great ship is not like a great hotel where, with a thousand guests always on the books, crowds may be coming and going. It is rather as if trains, capable of carrying 1,000 passengers, were run upon railways where trains of 500 passengers are now considered large. It is obvious that if the larger trains were to go full, they would be run but half as often as those of one-half their capacity.

Proceeding from these to other considerations, the engineering results of the voyage are on the whole satisfactory. The engines have done their work with an expenditure of fuel which, as nearly as it has been ascertained, is not extravagant; while, regarding the kind of engines on board the ship, this expenditure has been even economical. From four to five pounds of coal per indicated horse power per hour is the general average consumption on board steam vessels fitted with marine engines and boilers of the ordinary construction. The *Great Eastern's* machinery, while it is, on the whole, well designed and admirably constructed, possesses no distinctive feature from which more than average economy could have been expected. As worked on this trip,—under many disadvantages it is true,—the steam pressure did not average more than 20 lbs.; the boilers were, as is usual with injection condensers, constantly blowing off water, and the steam was not cut off earlier than at half-stroke in the cylinders. The paddle engines have expansion gear, designed to cut off at one-fourth the stroke, but only the main slide valves have been worked on this trip, the suppression at half-stroke being effected by the lap on the valve, which worked all the time at full throw. Under these circumstances the paddle engines, when making 12 revolutions per minute, showed 3,670 horse-power on the indicator, the screw engines indicating 3,070 horse-power at the same time. Owing to the difficulty of obtaining indicator diagrams only one set was obtained from each engine. These exhibited an initial pressure of about 18 pounds per square inch, the diagrams having been taken after the additional weights acting on the safety-valves of the paddle-engine boilers had been attached. The point of cut-off averaged one-half stroke, the expansion-line coinciding very nearly with the theoretic curve. The vacuum was about 26 inches for the paddle and 27 inches for the screw engines. The coal burned has not been weighed, nor has it been estimated with sufficient accuracy to justify a precise statement of the consumption per horse-power per hour. Upon the basis of a measurement by baskets in the dark stoke-holes, the reported consumption, as tabulated above, would give an average of about three lbs. for the paddle, and 5½ lbs. for the screw-engines. The average horse-power, however, as exerted throughout the whole trip, could hardly have exceeded 6,000, and the difference in the displacement of the vessel at the beginning and end respectively of the trip, indicates a consumption of coal rather greater than the sum of the daily reports. It is probable that the average expenditure, in both engines taken together, has been 4 pounds per horse-power per hour; and there is not sufficient difference between the boilers of the screw and paddle engines, nor in the form or areas of the diagrams taken from them, to justify the supposition of a greater difference in the rate of expenditure than 1 pound, or say 3½ pounds, in the paddle and 4½ pounds in the screw engines.

The machinery throughout has proved the excellence of its construction, no detentions having occurred either from actual stoppages or from slowing, consequent upon derangement of the engines. They represent no new principle, and are not, perhaps superior in their application of accepted principles to the engines of other first-class steam vessels; but their great size and admirable workmanship, even apart from the interest which attaches to them, as being the motive agents of the greatest ship which ever plowed the sea, will make these engines the object of the concentrated engineering attention of America.

TUBAL CAIN.

ARRIVAL AT NEW-YORK.

Scenes in the Bay and on the Wharves.

The arrival of the *Great Eastern*, and the demonstrations of welcome which signalized the event, will make yesterday a day long to be remembered in the annals of New-York. The telegraph announced her arrival off the bar at about 7 o'clock, and as the intelligence became generally known in the City, there was a spontaneous movement of all classes towards the Battery and other prominent points, in anticipation of her coming. It soon became known, however, that she would be detained outside until high water, which would not be until 2 o'clock P. M., thus giving abundant time to go to Staten Island, to Fort Hamilton, Bay Ridge, and other eligible places in the harbor, to view the great steamer as she passed up the bay.

Messrs. GRINNELL, MINTURN & Co., the agents of the ship, who had a steamer in readiness for the purpose, in company with several gentlemen who happened to be near at hand, and a deputation from the Press, left the City at about 10½ o'clock A. M. to go on board. The steamer employed for the purpose was the *Yankee*, Capt. HAZZARD, one of the tugs engaged to assist in docking the ship. The morning was pleasant, there was a light breeze from the Southward, and the bay was perfectly smooth as the steamer took her way in search of the *Great Eastern*. The first view obtained of her was just as the *Yankee* came abreast of Coney Island, when the masts of the ship could be distinctly counted—her hull as yet being below the horizon. Opera and spy-glasses were brought into use to aid the vision, but it was not long before the noble ship, in all her vast proportions, were plainly in view. The passengers on the tug now crowded eagerly forward, where they remained gazing at the ship as she lay with her enormous hull broadside towards the approaching steamer. She had stopped her engines about half-way between the Lightship and the point of Sandy Hook, but some three miles to the southward of the bar, heading to the westward. Her yards, which she carries only on her second and third masts, were squared, and her sails all snugly furled. A large British ensign floated at the mizzen gaff—the only flag as yet displayed upon her six masts. As the steam-tug came within hailing distance, Capt. STURGIS called for three cheers for the *Great Eastern*, which were given with a will, and twice repeated. The compliment was immediately returned from on board the *Great Eastern*, by the passengers and crew. The *Yankee* made a circuit of the great ship in order to give the visitors a full view of her graceful lines. The mark 28 feet upon the stern post was observed to be about 2½ feet above water, indicating that her draft was 25½ feet. She was evidently trimmed by the stern, as the forward marks showed only about 19 feet draft. Her light-colored boot-top was at least 6 feet above the water-line, and her paddles, not being more than two-thirds immersed, gave the impression that she was very light. A heavy coating of grass near the water-line suggested a bottom too foul for attaining great speed. After the exchange of further mutual salutations, the blowing of steam-whistles, and music from a band on board of the *Great Eastern*, the tug came to the starboard gangway, and the party were soon upon the deck of the *Great Eastern*. Here they were introduced to Capt. HALL and his officers, and were then left at liberty to inspect the ship.

The ship was now dressed out fore-and-aft with flags, an American ensign of the largest size being set at the fore. Steamers filled with passengers already began to appear in sight, cheering and waving in the most enthusiastic manner, to which the band responded by a repetition of "Hail Columbia" and "Yankee Doodle." The steamer *Roanoke*, on her passage to the South, passed under the stern and fired a gun, the *Great Eastern* displaying her ensign in reply to the compliment.

The Start for the City.

About 2 o'clock the order was given to cast off. The steam-tugs which lay like two long boats under her quarters,—and Mr. MURPHY the pilot, with Capt. HALL, mounting the starboard wheel-house, and the word was passed, "Head slow with the paddles." In another moment the enormous wheels were in motion, and the ship began to move. Slowly her great prow was turned off shore, and headed towards the Light-ship, for the purpose of getting a good entrance to the ship channel. At 2½ P. M. both the paddles and screw were in rapid motion, the ship heading toward Sandy Hook. The speed of the ship was now increased so that the half-dozen steamboats which followed in her wake could with difficulty keep up with her. At 3 o'clock the ship was on the bar, when the paddles were slowed, as is the custom in passing that point with all vessels of heavy draft. She went over, however, without any difficulty, and the long-dreaded bar was safely passed. Full steam was now given to both the screw and paddle-engines, and she made excellent time in coming up with and passing the Hook, Here the Telegraph Station was decked out with a profusion of flags, and as "they had no guns to fire," the fog-bell was vigorously tolled a greeting to the passing steamer. This was replied to by cheers from the passengers gathered on the port side, in which Capt. HALL joined; the ensign was also dipped. Meantime an extempore lunch was prepared below for the newly-arrived guests, whom Capt. CARNEGIE welcomed to the ship in a few words, to which Mr. GRINNELL responded, giving as a sentiment—the Press of New-York—which was acknowledged briefly by Mr. RAYMOND and Mr. ERASTUS BROOKS.

Steering well to the southward to give ample room in which to turn the only remaining point of difficulty—the Southwest Spit—the order was given to slow the paddles to half speed; the helm was put hard a-port, and in less time than it takes to describe the operation, she made the circuit of the Spit with all the ease of a pilot-boat. No description could do justice to the scene of animation and enthusiasm which now surrounded the steamer as she approached the Narrows. Steamers of all sizes and descriptions swarmed about her, crowded with ladies and gentlemen, cheering and waving their salutations. The yacht squadron was out in force. The *Silvie*, the *Haze*, the *Mystery*, the *Rebecca*, the *Zinga*, the *Undine* and the *Ray*, were conspicuous in the brilliant procession, darting gracefully in and out, like white-winged birds, about the moving leviathan. The United States revenue steamer *Harriet Lane* Capt. FAUNCE, came alongside, having on board Collector SCHELL, Mr. BELMONT, Baron S. DE ROTHSCHILD and others. This beautiful steamer fired a salute, which was returned in kind. From Fort Hamilton a handsome salute also greeted her, which was replied to by a discharge of gun for gun and the usual dipping of the ensign.

Those who could not, from press of business, go down the bay; those who were too indolent, and those who were too economical to do so, availed themselves, in large numbers, of the transit to Staten Island, by the regular ferry-boats, where, at each landing, but especially at the old Quarantine ground, they assembled in crowds, at an early hour, inhaling the sea-breeze from the Narrows. At a few minutes after 3 P. M., the *Great Eastern* was dimly discerned in the foggy distance of the Lower Bay. Then she disappeared behind the bluff, and an hour passed before, over the walls of the new Fort, at the distance of four miles, the tall masts of the great ship were seen rapidly passing. With an uncontrollable impulse, a shout arose from the vast crowd on the old Quarantine grounds and from Burn's Gardens. Opposite Fort Hamilton she stopped, and the Fort gave her a rousing salute of cannon. When she resumed her "onward march, her triumph o'er the deep,"—which at this point meant the Bay of New-York, that it was said she never could enter,—she, in due courtesy, replied in cannon. As she passed the various landings on the Island, she was also greeted with gunpowder, and her health, and the good wishes of the spectators, were drank, not in as much lager-bier as would float her, but certainly in a great quantity of lager-bier. As she passed the shore of the Island, she was admirable in her appearance. Though at the distance of more than a mile and a half, with the smoke of her cannon mantling about her, and partially obscuring her magnificent proportions, she announced herself as the leviathan of the Bay. By the rule of parallax, her size was indeed enormous, for she seemed to shut from observation miles of the Long Island heights, over and below Greenwood and Gowanus. Her appearance, as she passed up the bay, took everybody by surprise. Not only was no voice of detraction heard, but all spectators were almost madly enthusiastic in her praise.

The Battery, the piers along the North River, and the house-tops as far as the eye could reach, were filled with spectators. The Cunard steamer at Jersey City gave her a rousing salute, and from this point to where she finally stopped her engines to approach her berth, it was a continual ovation.

The effort to round her to at the foot of Hammond-street was not successful—it being found necessary to moderate her speed so much that her steerage-way was lost as soon as the engines were stopped. She accordingly swung with her head up stream, and the efforts of two tugs, with hawsers at her bow, could not wind her. After drifting with the flood-tide, backing and going ahead for a long time, she was at length turned round, and at about 8 o'clock P. M. she was snugly got into her berth and made fast.

While there was no lack of admiration for the vast proportions, the graceful lines, and the internal arrangements and ornamentation of the ship, there was much surprise expressed at the neglected condition of the decks, which appeared as if they had neither been cleaned, scraped, holy-stoned or varnished since she was launched. The planks in many places appeared badly shrunken, and suffering for the want of welting down. The same was observed of the platforms on both sides of the paddle-boxes, and other portions of the wood-work of the ship. The smoke pipes look as if they had encountered the storms of a voyage from India instead of England, and there is a general dirty appearance of the whole outside portion of the ship. It is understood that it will take several days to put her in condition to receive the visits of the public.

Police Reports.

PROMPT RECOVERY OF STOLEN JEWELRY.

Yesterday morning a carpet-bag containing about $1,000 worth of jewelry was given by a traveling agent of Mr. SHERMAN, jeweler at No. 175 Broadway, to a lad named Thomas H. Smith, whom he met in Cortlandt-street, to carry to the Amboy boat, at pier No. 1 North River. Smith, it is said, made no attempt to give up the bag until after its owner had got on board the boat, and she had started from the dock. Then he threw it toward the gentleman, but not within his reach, and it fell overboard. The agent had no alternative but to proceed on his journey to Philadelphia, and meanwhile, the bag having been fished out of the water, was made away with by the lad. On arriving at Philadelphia, the agent made known his loss by telegraph to Mr. Sherwood, who at once informed the Steamboat Police, and Officer Wm. Z. Rowland was detailed to look for the property. No clue, however, by which to identify Smith could be given, but this circumstance did not deter the officer from prosecuting a search, and he first interrogated a second-hand clothing dealer in Cherry-street. From him he learned that a boy with a carpet-bag had gone early in the morning into one of the tenement-houses of that street, and on entering an apartment of the house in question, he was, singularly enough, so fortunate as to find the boy and all of the property, excepting about $25 worth of it, which had been disposed of. The lad was taken into custody and held for examination. He has made several conflicting statements as to how the bag came into his possession.

A VARIETY OF OFFENCES.

Welcome Converse, of No. 40 Sixth-street, purchased a brass watch for $14 87 yesterday morning at the auction-store No. 307 Broadway. Of course he supposed he had purchased a gold one at a bargain, until a bystander undeceived him, when he demanded that his money should be refunded. The auctioneer said "a bargain was a bargain," but for the watch and $10 to boot he would give him a patent lever silver one. Converse consented, and soon found his last acquisition was made of copper. As justice was refused him by the auctioneer, who gives the name of Charles Parkhurst, Mr. Converse sought it of Justice WELSH. His complaint was entertained, and the accused was committed on a charge of fraud......A warrant was issued for the arrest of Margaret Neudinger, who is alleged to have spent $52 belonging to her friend, Frederica Schultz, which had been intrusted to her for safe keeping while its owner was confined by sickness in Bellevue Hospital......A few days since James Hoey, of No. 97 Hester-street, went out with his horse and cart, in the prosecution of his business, and had a man named John McDermott on the vehicle with him. The horse was somewhat balky, and Hoey jumped off to start him, leaving McDermott on the cart. Soon the animal ran off at top speed, and neither it nor the cart has since been heard of. McDermott, too, failed to make his appearance until yesterday, when he would not give a satisfactory account of the missing property; so Hoey had him arrested on a charge of having stolen it. Justice QUACKENBUSH held the accused for trial....The house of Mr. Norton Smith, No. 358 Tenth-avenue, was entered by means of false keys on Wednesday night, and robbed of $125 worth of jewelry. John Hopkins and Bryan Denny, both boys, were arrested and held by Justice BRENNAN to answer for the burglary.... James Martin and Edward Martin were stabbed on Wednesday night at No. 3 Jackson-street, by John Kibbes, Francis Fisher and Fred Brendenberger, with whom they had engaged in an altercation. Their assailants were arrested and committed on charges of felonious assaults.

Coroners' Inquests.

The body of a woman was found yesterday morning in the water at the foot of Roosevelt-street. It was identified at the inquest held by Coroner GAMBLE as that of ELLEN SMITH an abandoned character, who has been missing for nine days past. Deceased was an Irishwoman, 22 years of age. A verdict of "Found drowned" was given.

Fires.

AN EXPLOSION OF FIREWORKS.

Just before 9 o'clock last evening some fireworks in the window of the confectionery store No. 181 Third-avenue, exploded by coming in contact with a gas light, and caused a damage of $150. The store is kept by Mrs. CATHARINE MURPHY.....PATRICK CONON, a member of Engine Company No. 41, while running down Second-avenue, fell beneath the wheels of the machine and was badly hurt; He was taken to his home in Ridge-street.

IN A COPPERSMITH'S SHOP.

The fire which happened on Wednesday night in the coppersmith's shop of L. REHM, No. 178 William-street, could not have been entirely extinguished at that time. It burst out anew at 4 o'clock yesterday morning and caused a damage of about $1,400. Insured for $600 in the Citizen's Company.

IN A DWELLING-HOUSE.

About 8½ o'clock yesterday a fire broke out in the third-story of the dwelling house, No. 648 Sixth-avenue, occupied by Mr. J. MEAD. His loss is about $500. The building was owned by H. S. BROHOFF. It was damaged about $100. Insured in City Companies.

IN A PORK-PACKING ESTABLISHMENT.

A fire occurred at 10½ o'clock last night, in the smoke-house attached to the pork-packing establishment of Messrs. HAYWARD & SEIGER, Nos. 49 and 51 First-street. Its origin could not be explained. The loss probably amounts to $1,000.

THE SEMI-WEEKLY TIMES.

The SEMI-WEEKLY TIMES, published this morning, contains the following:

THE TRIP OF THE GREAT EASTERN—A full narrative of the first voyage of the Mammoth Ship, with scientific details of her performance at sea, her machinery, equipments, &c., by "Tubal Cain," the Special Correspondent of the TIMES on board the *Great Eastern*.

A POEM BY WALT WHITMAN—The Japanese Embassy.

MISS PARDOE'S NEW STORY—Concluded.

POLITICAL—Speeches of Messrs. BRECKINRIDGE and LANE—Gov. JOHNSON'S Acceptance—Letter from Senator DOUGLAS.

CONGRESS—The President's Second Protest, &c.

SUMMARY OF NEWS—Semi-Weekly Record.

AFFAIRS AT WASHINGTON—Our Special Dispatches.

EDITORIALS—Articles on Current Topics.

CORRESPONDENCE—Our Foreign and Domestic Correspondence.

Personal Items, News Paragraphs, Miscellany, Market Reports, the Japanese in New-York, &c.

Copies may be had at the counter, in wrappers, ready for mailing. Price 4 cents. Subscription price $3 per annum.

[Advertisement.]

Love is blind, says the world. Love is not blind, says Phrenology—but it is only by the light of science that it can see. All the misplaced love we hear of could have been saved if the parties had known themselves. Phrenological descriptions of character, such as are given by Prof. FOWLER, daily, at No. 308 Broadway, enable all to select suitable objects for love, thus saving a lifetime of unhappiness.

[Advertisement.]

TO PRIVATE FAMILIES.

WOLFE'S celebrated SCHIEDAM AROMATIC SCHNAPPS should be in the hands of every traveller. No family should leave the City or be without a supply during the warm weather. It invariably corrects the ill effects of change of weather, and as a beverage it is the purest liquor made in the world.

Put up in pint and quart bottles. Sold by all Druggists, Grocers and fruit stores.

"ALSO WOLFE'S PURE COGNAC,"
BRANDY IN BOTTLES,
MADEIRA, SHERRY AND
PORT WINE
FOR MEDICAL USE.

Families who use wines, should give the preference to the above. They are all warranted pure and the best quality. Each bottle has the importer's certificate of its purity.

UDOLPHO WOLFE,
No. 22 Beaver-st., New-York.

[Advertisement.]

REYNARD & CO.'S INFALLIBLE
PATENT HOUSEKEEPERS' RIFLE.
INSECT POWDER AND
VERMIN DESTROYER.

The only truly reliable article for the extermination of bed-bugs, roaches, Croton bugs, moths, garden insects, rats, mice, &c. Sold by all druggists. Principal dépôt, No. 167 Broadway. Dwellings, ships, &c., cleared by contract. "No cure no pay."

[Advertisement.]

THE "NO KAMIS."—The dignitaries from Japan, it is expected, will honor KNOX with a visit, in order to secure one of his Savoy hats as a sample of American genius. They have created an immense excitement in this City, and all young men of taste should wear one. At KNOX'S store, No. 212 Broadway, corner of Fulton-street, will be found a choice collection of Hats and Caps in every style worn, suitable to the season.

[Advertisement.]

JAPANESE EMBASSY.

Photographs, of all sizes and styles, of the Japanese Embassy, for sale at
BRADY'S GALLERY,
No. 643 Broadway, corner of Bleecker-st.

[Advertisement.]

STEAMER GREAT EASTERN.—500 gross London Club Sauce, just received from PARKER BROS., London, will be ready for delivery to grocers and pickle and preserve dealers in a few days. A. J. PARKER, No. 15 Beekman-st., Agent for United States and Canadas.

[Advertisement.]

HOLLOWAY'S PILLS AND OINTMENT have the approbation of Miss FLORENCE NIGHTINGALE. She testifies that in her wide experience as a nurse she has found them the only cure for liver diseases, dyspepsia, old sores, ulcers, &c.

[Advertisement.]

HERRING'S Patent Champion Fire Proof Safes, No. 251 Broadway, corner of Murray-street, opposite City Hall, New-York.

Brandreth's Pills.
WARRANTED PURELY VEGETABLE.

Invaluable in Costiveness, Bilious and Liver Affections, Headache, Cancerous disposition of body, Acute and Chronic Rheumatism, Worms, (warranted to cure in all cases,) Tic Doloreux, and all nervous pains and debility. As purifiers of the blood and fluids they are superior to all other medicines whatever, if the system has not been injured by bleeding or mercury, in which case an occasional dose of the LIFE ADDITION PILLS will assist the cure.

CANCER CURED.

A gentleman of high respectability, living in New-York City, whose doctors had treated him for Cancer on the Tongue, and to whom he had paid upwards of $200, consulted Dr. Brandreth, who assured him
BRANDRETH'S PILLS
would cure without the aid of any outward application whatever. He commenced with the Pills, which did cure him entirely in a few weeks. The gentleman's address will be given at No. 294 Canal-st.

Sold at
Nos. 294 Canal-st., 296 Bowery,
Campbell's, corner 8th-av. and 28th-st.,
No. 4 Union square,
where advice is given daily without charge,
and by all Druggists.
PRICE TWENTY-FIVE CENTS PER BOX.

Sure Cure for Piles, &c.—A new remedy for Bleeding, Blind and Itching Piles, Scrofula, Salt Rheum, &c. A liquid; warranted to cure; if not, the money will be refunded. Prepared by HENRY D. FOWLE, Chemist, No. 71 Prince-st., Boston. Sold wholesale and retail by HEGEMAN & CO., Broadway, and by all druggists. Certificates with each bottles.

If any one should ask us what, in our opinion, arrived at by an impartial test, was the best and most honest compound remedy for preserving and beautifying the hair, and restoring gray hair to its original color, and the locks to the bald-headed, we should, without hesitation say Prof. O. J. WOOD'S Hair Restorative. See advertisement in another column.—*Louisville Journal.* Sold by all Druggists, Dépôt No. 444 Broadway.

Spurious Imitations of "Artusairon, or Cream of Tartar Substitute," having been put into market, we hereby caution the public against purchasing the dangerous adulterations.

None genuine unless bearing our trade-mark, "Artusairon." SACKETT, BELCHER & CO.,
Nos. 28 and 30 Reade-st., N. Y.

Dr. Marsh continues to apply his Radical Cure Truss with success, in effecting cures of Hernia or Rupture. Ladies waited upon by a female in private rooms. Bathing Trusses, Supporters, Shoulder Braces, Suspensory Bandages, Silk Elastic Stockings, Knee-caps, and all surgical appliances, by MARSH & CO., No. 2 Vesey-st., New-York, opposite St. Paul's Church.

Batchelor's Hair Dye, Wigs and Toupees.—This celebrated establishment is removed to No 16 Bond-st. Twelve private rooms for the application of his Hair Dye—the best extant. BATCHELOR'S Wigs and Toupees have improvements over all. This is the only place where these are properly understood and made.

Japanese Embassy.—The only really fine Photographs and Stereoscopic Pictures of these distinguished visitors, can be had at
C. D. FREDRICKS & CO.,
Nos. 585 and 587 Broadway.

Ladies' Shoes.—Those about visiting the country—and, in fact, those who are not—should remember that CANTRELL, No. 813 Broadway, between 11th and 12th sts., can always supply you with excellent Gaiters, Shoes, Slippers, &c., of the finest quality, and made of the best material.

The Stereoscopic Emporium.
E. ANTHONY, No. 501 Broadway. *Catalogues* sent on receipt of stamp. PHOTOGRAPHIC MATERIALS for amateurs and the trade.
VIEWS OF RESIDENCES AND OUT-DOOR GROUPS TAKEN.

We would call Attention to the Advertisement of A. J. BLEECKER, Auctioneer, of the sale of a handsome country seat of 25 acres, on SATURDAY, June 30, situated at Scarsdale, Westchester Co., a short walk [illegible] Hart's Corner dépôt on the Harlem Railroad.

Whisky.—S. T. SUIT'S KENTUCKY SALT RIVER BOURBON. Sold by all druggists.
HEGEMAN & CO.,
Nos. 161, 399, 511 and 756 Broadway, New-York.

Ashcroft's Low Water Detector.
FOR PREVENTING THE EXPLOSION OF STEAM BOILERS.
The only reliable invention in the world that is infallible for this purpose.
ASHCROFT & CO., No. 50 John-st., New-York.

The numerous casualties arising from poorly-made Fireworks should teach consumers to purchase only the work of a superior class. EDGES' work is of this superior class, and can be obtained in large or small quantities at his Dépôt, No. 172 Broadway, corner Maiden-lane. Beware of spurious dépôts and poor goods.

Iron Work for Buildings.—Iron Store and Bank Fronts, Columns, Girders, Beams, Door Shutters, Stairs, Vaults, &c. Every description of Fine Iron Work for building purposes manufactured at JAMES L. JACKSON & BROTHER'S Iron Works, 28th-st., 2d-av. and 29th-st., New-York.

Removal.
BALL, BLACK & CO., in vacating their old premises, corner Broadway and Murray sts., will close for a few days preparatory to opening their new store, corner of Broadway and Prince sts., of which due notice will be given.

Grover & Baker's Noiseless
FAMILY SEWING MACHINES,
THE BEST IN USE.
No. 495 Broadway, New-York.
No. 182 Fulton-st., Brooklyn.

George B. Sloat & Co.'s
CELEBRATED ELLIPTIC LOCK-STICH AND SHUTTLE SEWING MACHINE.
G. H. COLLINS, No. 480 Broadway,

Mrs. S. A. Allen's World's Hair-Dressing
Has no equal for dressing and preserving the hair.
NO ONE NEED BE BALD OR GRAY.
MRS. S. A. ALLEN'S WORLD'S HAIR RESTORER
Never fails to restore the hair to its youthful color.
"IT IS NOT A DYE."
For sale by Hegeman & Co., Rushton, and other druggists, and at the dépôt, No. 355 Broome-st., New-York.

Meyer's Miraculous
VERMIN DESTROYER,
Is the only sure exterminator of Rats and Rice, Garden Insects, Ants, Roaches and Water Bugs, Principal Dépôt No. 612 Broadway. Sold by all respectable druggists.

Barry's Tricopherous
is the
BEST AND CHEAPEST ARTICLE
For DRESSING, BEAUTIFYING, CLEANING, CURLING, PRESERVING AND RESTORING THE HAIR, Ladies, try it. For sale by all druggists and perfumers.

Wheeler & Wilson's Sewing Machines.
They are the favorites for families.—*Times.*
We prefer them for family use.—*Tribune.*
Office No. 505 Broadway, New-York.

Ladies' Dress Gimps, New and Beautiful styles at LOCKITT, SON & CO.'S,
No. 251 Fulton-st., Brooklyn.
Trimmings made to match.

Glass Shades! Glass Shades!!
GLASS SHADES, of all sizes, for covering clocks, flowers, &c., &c., constantly on hand and made to order. Dépôt, No. 32 Platt-st.

John B. Dunham,
OVERSTRUNG, GRAND AND SQUARE PIANOS.
Nos. 75 to 85 East 13th-st.,
New-York.

Six Shirts for $9.—The best ever made for the money. Shirts of the finest quality ready made, all sizes, or made to measure. Store corner of Greenwich and Murray sts.

MARRIED.

GILES—BROWN.—In this City, on Thursday, June 28, at the Church of the Incarnation, by Rev. A. H. Partridge, JAMES H. GILES to MARY C., daughter of the late Rev. John W. Brown, all of Brooklyn, E. D.

WOOD—GERARD.—In this City, on Wednesday, June 27, by Rev. Thomas Gallaudet, GEORGE WOOD, late of Ohio, to SARAH MCDONALD, daughter of Wm. Gerard, of this City.

NASE—FULLER.—On Wednesday, June 20, by Rev. Mr. Weston, HENRY NASE, of Carleton, St. John, to CATHERINE FULLER, of this City.

DORMAN—RAPALJE.—On Tuesday, June 26, by Rev. Austin Putnam, Rev. LESTER M. DORMAN, of Manchester, Conn., to SUSAN A., daughter of Silvanus Rapalje, Esq., of New-Haven.

PRAWL—SILLCOX.—In Jersey City, on Sunday, June 24, by Rev. G. C. Lucus, Mr. J. E. PRAWL to Miss ELLEN SILLCOX, formerly of Rocky Hill, N. J.

HOYT—GREEN.—In Elizabeth, N. J., on Thursday, June 28, by Rev. S. A. Clarke, ALBERT H. HOYT, Esq., of Portsmouth, N. H., and Miss SALLIE F., daughter of the late Garrett Green, of the former place.

SILVER—LETTURAY.—In Summit, N. J., on Thursday, June 28, at the residence of Geo. H. Letturay, by Rev. R. Riley, CHARLES SILVER, of Philadelphia, to LIZZIE, daughter of the late Nicholas Letturay, also of Philadelphia.

WELLS—HOFFMAN.—In Sing Sing, on Wednesday, June 27, at St. Paul's Church, by Rev. Mr. Black, Rev. MINOT M. WELLS, Rector of the Church of the Holy Innocents, West Point, to EMMA, daughter of Adrian K. Hoffman, M. D., of Sing Sing.

ZEREGA—IRVINE.—In Philadelphia, on the evening of Tuesday, June 26, by Rev. H. A. Boardman, THEODORE ZEREGA, of New-York, to Miss JULIANA G., eldest daughter of Wm. C. Irvine, of Philadelphia.

DIED.

BRYDEN.—In this City, on Wednesday evening, June 27, WM. BRYDEN, in the 39th year of his age.

The relatives and friends of the family, members of Engine Company No. 21, and the Police Department, are respectfully invited to attend his funeral, from his late residence, No. 5 Delancey-st., this day, (Friday,) June 29, at 2 o'clock P. M.

GIBSON.—In this City, on Tuesday, June 26, ISAAC GIBSON, in the 58th year of his age.

The relatives and friends of the family are respectfully invited to attend his funeral, from his late residence, No. 227 Lexington-av., on Friday next, June 29, at 4 o'clock P. M., without further invitation. The funeral services will be held, in the Church of St. John the Baptist, Lexington-av., corner 35th-st.

ROGERS.—In this City, on Wednesday, June 27, Mrs. ELIZABETH ROGERS, widow of the late Capt. Henry Rogers, and daughter of the late Jeremiah and Sara Dobbs, in the 73d year of her age.

The relatives and friends of the family are invited to attend the funeral service, at No. 343 Madison-st., on Friday afternoon, at 5 o'clock. Her remains will be taken to Eastchester for interment on Saturday morning.

LEWIS.—In this City, on Thursday, June 28, SARAH LEWIS, in the 51st year of her age.

The friends of Mr. and Mrs. John Wendelken, and the friends of the family are respectfully invited to attend her funeral, this (Friday) afternoon, at 2 o'clock, from No. 106 West 41st-st. Her remains will be taken to Greenwood for interment.

KILDUFF.—In this City, on Wednesday, June 27, WILLIAM EDWARD, only son of the late Edward and Mary Kilduff, of Troy, aged 4 years, 9 months and 7 days.

The relatives and friends of the family, and those of his uncles, John, William M., P. D. Kilduff and M. J. McDermott, are requested to attend his funeral, from the residence of the latter, No. 141 West 16th-st., this day, (Friday,) at 2 o'clock P. M.

WHITING.—At Clifton, Staten Island, on Tuesday, June 26, of diphtheria, SARAH DE WITT WHITING, infant daughter of A. D. and Catharine D. W. Whiting, aged 1 year, 4 months and 17 days.

HIGGINS.—In Hoboken, N. J., on Thursday morning, June 28, CHARLES G. HIGGINS, aged 30 years, 8 months and 13 days.

The relatives and friends are respectfully invited to attend his funeral, from the residence of his parents, No. 2 Union place, (Bloomfield st.,) Hoboken, this (Friday) afternoon, June 29, at 4 o'clock.

PEROCHEAU.—In South Bergen, N. J., NUMA PEROCHEAU, in the 46th year of his age.

The relatives and friends of the family are respectfully invited to attend his funeral, from his late residence, Academy-av., on Friday, June 29, at 4 o'clock P. M. Cars from Jersey City will stop at J. D. Van Winkle's store, Bergen-square.

HALSTED.—In Harrison, Hudson County, N. J., on Wednesday evening, June 27, Mrs. LUCRETIA B. HALSTED, aged 69 years.

Her friends, and those of her son N. N. Halsted, are invited to attend the funeral, this day, (Friday,) June 29, at the First Presbyterian Church, Elizabeth, N. J., at 4 o'clock P. M., without further notice.

HALL.—At Pelham, Westchester County, on Wednesday, June 27, ANNA R., eldest daughter of Valentine G. Hall.

The relatives and friends are respectfully invited to attend the funeral, from St. Peter's Church, Westchester, without further invitation, this day, (Friday,) June 29, at 3½ o'clock P. M. Carriages will be at the Williams Bridge station to meet the 2:30 P. M. train, Harlem Railroad.

CHATER.—In San Francisco, Cal., on Saturday, June 2, NATHANIEL CHATER, of London, for many years a resident of New-York, in the 60th year of his age.

HOWARD.—In Milan, Italy, on Wednesday, June 6, ANNIE S. HOWARD, eldest daughter of John T. Howard, of Brooklyn.

OFFICIAL DRAWINGS, BY TELEGRAPH,
OF THE LEGALIZED
LOTTERIES,
WOOD, EDDY & CO., Managers,
of the
DELAWARE, KENTUCKY AND MISSOURI STATE
LOTTERIES.
AUTHORIZED BY THE LEGISLATURE.

The undersigned Commissioners, appointed by the Governor of the State of Delaware to superintend the drawing of the Delaware State Lottery, do certify that the following are the numbers drawn this day:

DELAWARE LOTTERIES.
Extra Class, No. 307, June 28, 1860.
74, 49, 28, 31, 4, 29, 8, 16, 21, 38, 30, 6, 9.
Class No. 308, June 28, 1860.
10, 20, 2, 22, 45, 31, 49, 5, 42, 46, 52, 44, 56.

Witness our hands, at Wilmington, Del., June 28, 1860.
GEO. C. GORDON,
JOSEPH SEAL,
JAMES DUNCAN.

Circulars, containing schemes for the month, will be mailed free of charge, by sending to
WOOD, EDDY & CO.,
Wilmington, Del., or St. Louis, Mo.

STODART PIANOS.
GRAND, SQUARE AND PICCOLO.
The best manufactured.
Warerooms,
No. 508 Broadway.

GREELEY'S BOURBON WHISKY BITTERS—For all diseases of the stomach, liver and bowels. These Bitters are considered the most efficacious tonic and stimulant, as well as the most agreeable stomachic ever offered the public, and are a certain preventive of chills and fever. For sale everywhere.
BARNES & PARK, Wholesale Agents, New-York.

H. T. KIERSTED & SON, DRUGGISTS and Pharmaceutists, will open their new store, on the corner of Broadway and 40th-st., this (Friday) evening, June 29.

A MAGNIFICENT MOORISH ROMANCE!
BY
SYLVANUS COBB, JR.

In THE NEW-YORK LEDGER which will be issued on MONDAY next July 2, there will be commenced a Story by SYLVANUS COBB, JR., entitled
LEON DE BOURNAY:
OR,
THE CONSPIRATOR OF CORDOVA.

The scene of this Tale is laid in the ancient City of Cordova, and the time the Moorish power was at its height in Spain. The hero, LEON DE BOURNAY, is a Norman Knight, of unequaled courage, prowess, and accomplishments; and the heroine is LULAH, the lovely daughter of the Chief Officer of the Moorish Monarch.

The wild spirit of adventure and daring which characterized the times, the pomp and magnificence of the Moorish Court, the unquenchable hatred between the Christian and Mohametan races, the terrible contests with fierce robbers of the Morena, a romantic chivalry of the age, and the inevitable dilemmas of the Christian Knight and Moorish maiden who loved each other in that superstitious era, are all used by Mr. COBB, with a master's hand, in weaving a story of unequaled power and thrilling interest.

HEALTH OF AMERICAN WOMEN.
The Graefenberg Company's
MARSHALL'S UTERINE CATHOLICON

Is a certain cure for all female irregularities, weakness, tumors, ulceration, inflammation, whites, falling, and other local derangements of the uterine organs, as well as the constitutional troubles arising from them.

Price $1 50 *per bottle.* ☞ FOR SIX DOLLARS FIVE BOTTLES WILL BE SENT BY EXPRESS, AND CHARGES PREPAID TO THE END OF EXPRESS LINE FROM NEW-YORK. ☜
Address JOSHUA F. BRIDGE, M. D.,
Resident Physician, Graefenberg Institute,
NO. 2 BOND-ST., NEW-YORK.

"THE GRAEFENBERG INSTITUTE is located in one of the finest portions of New-York City. It is admirably adapted, in every respect, for the accommodation of those suffering from the above, or from chronic disease, or for those desiring great care and skill at the time of Confinement, and who may wish to avail themselves of its quiet and secluded quarters. The Institute is under the care of Dr. J. F. BRIDGE, Resident Physician, a gentleman of thorough medical knowledge and great practical experience." *Particulars* regarding terms, &c., may be had by addressing him at
NO. 2 BOND-ST., NEW-YORK.

☞ *All the Graefenberg Family Medicines are sold at No. 2 Bond-st., and by all druggists.*

LYON'S MAGNETIC
INSECT POWDER.

The old and only article to exterminate Bed-Bugs, Roaches, Ants, Garden Insects, &c., without Poison.
LYON'S MAGNETIC PILLS,
Exterminate Rats, Mice and all Vermin. Buildings, Ships, &c., cleared by contract. BARNES & PARK, No 13 Park-row, and No. 424 Broadway, and sold by all Druggists and Grocers. Beware of imitations.

THE HOT WEATHER HAS COME.
ICE PITCHERS!—ICE PITCHERS!
A new and beautiful style. Also, a general assortment of elegant Plated Goods for sale.
RETAILED AT WHOLESALE PRICES.
No. 22 John-st. WM. S. MURRAY.

THE NEW-YORK SUN,
OF THIS MORNING,
will contain an accurate engraving of
THE GREAT EASTERN,
as she appeared passing up the harbor, together with an account of her voyage.

IMPORTANT ANNOUNCEMENT.

ONE HUNDRED THOUSAND DOLLARS

WORTH OF

MEN'S SUMMER CLOTHING.

SELLING AT RETAIL AT MERELY

NOMINAL PRICES.

All the manufactured articles of Summer wear, such as white Linens and Ducks, Fancy Linens, Marseilles Alpacas, Drap d'étes, light Cassimeres, Queen's Cloths, Flannels, Silks, &c., &c., &c., at EVANS' extensive Clothing Warehouse, Nos. 66 and 68 Fulton-st., are now being sold at merely nominal prices, without regard to cost.

In all extensive manufacturing clothing establishments in this City, there is at the end of every season more or less clothing left on hand; this is either kept over for the next season; or else consigned out of the City, or sent at once to the auction room, and sold for what it will bring. In any event the establishment is the looser, and only one or two speculators the winners. It has been the practice of this establishment to commence a closing out sale a few weeks before the end of each season, by marking the goods down at or less than auction prices, thereby giving the public an opportunity of providing themselves with clothing at from ten to fifty per cent. below cost of manufacture.

The closing out sale begins this year on the 27th of June, and will continue until the last garment of Summer clothing is disposed of. Extra salesmen have already been engaged, and more will be added as the sale advances.

The stock having been manufactured expressly for City trade, comprises every variety of goods adapted to Summer wear.

White Duck Coats.	White Linen Drill Coats.
Plain White Linen Coats.	Satin Jean Coats.
Fancy Duck Coats.	Spanish Linen Coats.
Heavy Brown Drill Coats	Chinese Grass Coats.
Blay Linen Coats.	Planter's Linen Coats.
Marseilles Coats.	Gingham Coats.
Alpaca Coats.	Argentine Coats.
Drap d'éte Coats.	Farmer's Satin Coats.
Cottonade Coats.	Light Tweed Coats.
Thin Woolen Coats.	Flannel Coats.

Spanish Linen Dusters, &c., &c., &c.

White Linen Pants.	White Duck Pants.
Marseilles Pants.	Paris Cord Pants.
Satin Jean Pants.	Fancy Duck Pants.
Drap d'éte Pants.	Cottonade Pants.
Check Marseilles Pants.	Check Linen Pants.

&c., &c., &c.
VESTS
Of every size, quality and description.

Linen Coats, as low as	50
White Duck Coats as low as	$1 50
Marseilles Coats as low as	1 00
Spanish Linen Dusters as low as	1 00
Black Alpaca Coats as low as	1 50
Drap d'éte Coats as low as	2 50
White Linen Pants, as low as	1 00
Complete Summer Suits as low as	2 00
Light Cassimere Suits as low as	6 00

&c., &c., &c.
AT
EVANS'
EXTENSIVE
CLOTHING WAREHOUSE,
Nos. 66 and 68 Fulton-st.

USE PARSONS' ROACH AND RAT EXTERMINATOR,
THE BEST IN THE WORLD.
Use Parsons' Roach and Rat Exterminator.
THE BEST IN THE WORLD.
Use Parsons' Roach and Rat Exterminator.
THE BEST IN THE WORLD.
Money returned if not successful, by BARNES & PARK, New-York. Sold by druggists generally.

TORREY'S PATENT
FOUR MINUTE
ICE-CREAM FREEZERS.

These popular Freezers, that have been newly improved since last season, are decidedly the most rapid and perfect freezers in use.

Being constructed on strictly scientific principles, they are both simple and effective.

Plain directions for use, and several valuable recipes for making ice-cream and water-ices accompany each Freezer.

For sale at the leading furnishing stores.

SIZES AND PRICES.

3 quarts	$2 50	8 quarts	$5
4 quarts	3 00	14 quarts	7
6 quarts	4 00	20 quarts	10

P. S.—A liberal discount to the trade.
E. P. TORREY, Manufacturer and Patentee,
No. 9 Platt-st., New-York.

A NEW PATENT
SELF-TESTING PRESERVE JAR.

The subscriber is now prepared to offer the public what has so long been needed, viz: A preserve can or jar that will give certain indication whether the fruit contained therein has been properly prepared, and can be depended on to keep before the same can have time to ferment and thus ruin the contents, for both fruit and sugar in such cases are wasted.

It is almost incredible the amount of materials lost ther by jars constructed on wrong principles, or a want of care in doing up the fruit, and which heretofore could not be detected in time to remedy the difficulty.

Trade supplied on liberal terms.
EDWARD P. TORREY,
No. 9 Platt-st., New-York.

J. R. BURDSALL'S
ARNICA LINIMENT
is prepared by combining
ARNICA FLOWERS
with a most healing and penetrating vegetable oil camphor, &c. For all of the
ACHES AND PAINS
that flesh is heir to, it is without equal.
RHEUMATISM, SPRAINS, BRUISES,
Pains in the Side or Breast,
Soar Throat, &c., yield to a few applications.
For sale by all druggists. Price 25 cents.

SPALDING'S PREPARED GLUE.
USEFUL IN EVERY HOUSE. FOR SALE EVERYWHERE.
Manufactured by H. C. SPALDING & CO.
P. O. address, Box No. 3,600. No. 48 Cedar st.

ENGLISH PENKNIVES,
FROM 25 CENTS EACH TO $10 EACH,
At WILLMER & ROGERS', No. 42 Nassau-st., N. Y.

ICE PITCHERS! ICE PITCHERS! ICE PITCHERS!
The place to get them of superior workmanship, the newest patterns, and at low prices, retail or wholesale, is at Nos. 4 and 6 Burling slip, of LUCIUS HART.

AS ATTENDANT OR CHILDREN'S MAID.—Wanted, by a young girl aged 17 years, a situation as attendant on a sick lady or as children's maid; can do plain sewing; would have no objection to travel or live in the country. Apply to WM. BROWN, Superintendent of the New-York Eye and Ear Infirmary, corner of 13th-st. and 2d-av.

NEW BOOKS.

THE MAN OF-WARSMAN'S GRUDGE.
A ROMANCE OF THE REVOLUTION.
ILLUSTRATIONS BY DARLEY.
BY NED BUNTLINE.
Price 25 cents.
Mailed free of postage, on receipt of price.
FREDERIC A. BRADY, Publisher,
No. 24 Ann-st., New-York.

AGENTS WANTED
In all parts of the country, to sell
THE LIFE
OF
STEPHEN A. DOUGLAS.
(The only authentic and reliable edition.)
By J. W. SHEAHAN,
Editor of the Chicago *Times.*
With a fine Portrait.
One Vol. 12mo., 500 pages. Price cloth, $1.

Liberal inducements offered.
For full particulars, address GEO. W. ELLIOTT, care of HARPER & BROTHERS, New-York.

THE PHRENOLOGICAL BUST IS A CAPITAL thing for learners. Price delivered at any part of the City, $1 25. FOWLER & WELLS,
No. 308 Broadway.

Passengers Arrived.

In steamer Matanzas, from Matanzas.—Mrs. M. Owens and son, Mrs. E. Bacallado, Mrs. B. Calderon, Mrs. E. Hernandez and son, Mrs. A. Quiteras, Mrs. J. Wanderputter, Mrs. L. Chatrand and three sons, Mrs. P. Hernandez, Mr. E. Brosier, J. Giralt, L. Sands, F. Davis, I. Hernandez, A. V. Pardo, Wm. Schreveyer, Gustavus Schreveyer, P. Cartaga, M. Arias, G. Charwand, N. Drag, F. Villosh, C. R. Woolson, James Malcolm, P. Peclier, G. Washington Van Jassel, G. Brainard, G. Diaz, W. F. Reed, J. B. Whidden, J. Briera, A. Villa, J. F. McDonell, B. Martinez, Marguss del Besilagrado, J. Swift, W. G. Whidden, J. J. Hirzel, John Jones, N. B. Post, R. Preith, J. Scott, G. Palmer, James Mallon, Wm. McWilliams, T. Peiller, Thos. Clarkson.

In steamship Granada, from New-Orleans and Havana.—Mrs. Judge Morgan and family, Jas. M. Morgan, M. Duncan and sister, J. T. D. Liferre and family, E. Merino and wife, Dr. Frierson and daughter, Mrs. C. Griral, Mrs. W. H. Hunt and family, Mr. Boye, wife and 2 children, C. R. Stafford, A. Jouanneau and wife, Mrs. Catran, child and servant, Mrs. Wm. Bisby and son, Mrs. Koch and family, Jas. D'Arcy and 2 daughters, Mrs. John Forbes and infant, Capt. Coffin, J. Bilbar, J. Hatton, D. Ranquin, T. H. Brown, J. B. Uricate, J. A. Vatalle, C. de Canas, A. Hurst, W. F. Safford, M. Cahner, W. N. Ferguson, V. T. Wood, J. Escarte, A. Griperosa, R. Perez, O. Arend, J. Zarala, B. Nunes, H. Tryson, H. Woods, J. A. Dowdle, J. C. Goffey, J. A. Thomas, W. D. Gooker, Chas. Palmer—160 in steerage.

MINIATURE ALMANAC—THIS DAY.
Sun rises.... 4 31 | Sun sets..... 7 35 | Moon sets..... 1 09
HIGH WATER—THIS DAY.
Sandy Hook. 3 59 | Gov. Island. 4 48 | Hell Gate..... 6 18

MARINE INTELLIGENCE.

NEW-YORK....THURSDAY, June 28.

Cleared.

Steamship Roanoke, Couch, Richmond, Ludlam & Heineken.

Ship Hemisphere, Taylor, New-Orleans, N. H. Brigham.

Barks Lucy Bing, Thurlow, Elizabethport, to load for Cuba, Brett, Son & Co.; Ceres, Conck, Marseilles, Post & Small; M. Sawyer, Bartlett, Sagua, H. D. Brookman & Co.; Cornelia, Barton, Havana, ——; Elizabeth, Wilkins, St. Mary's, ——; Trajan, Bailey, Salt Cay, Walsh, Carver & Chase.

Brigs Margaret, Ray, St. John, P. I. Nevius & Sons; M. Hatfield, Hatfield, Parrsboro, D. R. De Wolff.

Schooners Helena, (Br.,) Roberts, Picton, G. H. Trumbull; J. L. Bowman, Wooster, Mayaguez, J. V. Onatavia & Co.; Prowess, Halse, Baltimore, Merrill & Abbott; Ruby, Tracy, Elizabethport, ——; N. W. Smith, Boyd, Charleston, McCready, Mott & Co.

Arrived.

Steamship Matanzas, Liesegang, Matanzas June 22, with mdse. and passengers to Mora Bros. Navarro & Co. June 23, passed a brig with private signal, black letter B on white signal, lat 24 40 N., lon. 80 04. Same date, passed brig New Era, of Providence, bd. S., lat. 24 54 N., lon. 80 W. Same date, passed bark New Empire, bd. N., lat. 26 40 N., lon. 79 22 W., from Matanzas. June 24, heavy rough sea and northerly winds, which continued 3 ds., and obliged us to proceed slowly on our way; shipped large quantities of water on deck, stove the hatchhouse, &c. June 27, passed brig J. C. Anderson, bd. S., lat. 38 27 N., lon. 74 06 W.

Steamship Granada, Howes, New-Orleans 20th inst., via Havana 23d, with mdse. and passengers to M. O. Roberts. June 24, 5 P. M., exchanged signals with a ship bd. S., showing a red burgee with white letters. 26th, 6 P. M., off Cape Hatteras, passed the herm. brig James Davis becalmed; same day, 7 P. M., passed steamship Quaker City, bd. S.

Steamship Great Eastern, (Br.,) Capt. Vine Hall, Southampton 16th and the Needles 17th, at 10 A. M., with passengers to Grinnell, Minturn & Co.

Steamship Yorktown, Parrish, Norfolk, &c., with mdse. and passengers to Ludlam & Heineken.

Steamer Delaware, Cannon, Philadelphia and Cape May, with mdse. and passengers to F. Perkins.

Steamer Petrel, Baker, Providence, with mdse. to Isaac Odell.

Steamer Sarah, Jones, Philadelphia, with mdse. to J. & N. Briggs.

Steamer Mars, Nichols, Philadelphia, with mdse to J. & N. Briggs.

Steamer Beverly, Pierce, Philadelphia, with mdse. to J. & N. Briggs.

Ship Creole, Pierce, New Orleans June 8, with cotton and 19 passengers to Wm. T. Frost. Experienced some heavy weather. Split mainsail. Been 9 ds. N. of Hatteras.

Ship Orpheus, (of Boston,) Howes, Baltimore June 16, in ballast, to Sutton & Co. Has had nothing but calms since leaving Baltimore.

Ship Universe, Dewar, Liverpool 30 ds., with mdse. and 607 passengers to Williams & Guion. Had one birth on the passage.

Ship Grey Eagle, (of Philadelphia,) Hughes, Havana 14 ds., with sugar to master.

Bark Fannie Carter, Matanzas June 12, with sugar, &c., to Thompson & Hunter. Sld. in co. with barks J. B. Johnson, for Philadelphia; N. W. Bridge, for New-York. May 12, off Abacoa, on the outward passage, spoke whaling-bark Sun, of Mattapoisett, Flanders, on a cruise, with 550 bbls. sperm. The F. has been 8 ds. N. of Hatteras, with heavy N. E. gales.

Bark Tivola, Brown, Ponce, P. R., June 6, with sugar and molasses to Sturges & Co. Vessels left before reported. The T. has been 12 ds. N. of Hatteras, with heavy N. E. weather.

Bark Chas. Heddle, Crosby, Cardenas June 13, with sugar to Sturges & Co. Been 7 ds. N. of Hatteras, with heavy N. E. winds.

Bark Marian, (of Philadelphia,) Smith, Rio Janeiro May 12, with coffee to Leaycraft & Co. Vessels left before reported.

Brig Linda, Eschen, Arroyo, P. R., June 10, with molasses to Schlossenger & Andresen. No date, off Cape Hatteras, experienced a very heavy N. E. gale, which started the vessel leaking, and was obliged to cut away the deck-load of molasses. Has now 5 feet of water in the hold.

Brig John Butler, (Br.,) Miner, Port-au Platte about June 9, via Turk's Island 17th, with mahogany, hides, &c., to H. G. Smith.

Brig Echo, Rice, Port-au-Prince June 7, with logwood and coffee to Delafield & Wilson. Vessels left before reported.

Brig Caroline, Porter, Aspinwall 24 ds., with hides, coffee, &c., to J. F. Joy.

Brig Mary Ann, Cole, North Joggins 12 ds., with stone to P. I. Nevius & Son.

Schr. N. & H. Gould, (of Orleans,) Smith, Menton, Italy May 11, with fruit to Chamberlain, Phelps & Co. June 16, on the Grand Bank, lat. 45 48, lon 49 58, spoke fishing-schrs. Massachusetts, of Marblehead, A. O. Small, of Provincetown, and Fremont, of do.; all reported fish very scarce.

Schr. Osprey, Smith, Washington, N. C., 12 ds., with naval stores to Dowle, Corners & Co. June 24, lat. 39 08, lon. 74 25, was run into by the schr. Lightning, (since arr. from Rio Janeiro,) which split the Osprey's mainsail. The L. lost jibboom and sustained other damage.

Schr. Equator, (Br.,) Alburg, Eluthera 13 ds., with fruit, &c., to James Douglass. Experienced heavy N. E. weather most of the passage.

Schr. Phebe, Morrow, Matanzas 13 ds., with pineapples to C. Ackerly.

Schr. J. P. Bent, Reynolds, Cherryfield 5 ds., with lumber to master.

Schr. Industry, (Br.,) Lent, Windsor, N. S., 12 ds., with plaster to P. I. Nevius & Son.

Schr. Gertrude Horton, Pendleton, Rockland 4 ds., with lime.

Schr. Kossuth, Lee, Newburyport, 3 ds., with mdse. to S. W. Lewis & Co.

Schr. Emma, (Br.,) Johnson, Windsor 10 ds., with plaster to H. J. & C. A. De Wolff.

Schr. Paran, Clark, Machias 6 ds., with lumber to master.

Schr. Silas Wright, Rogers, Vinalhaven 4 ds., with stone for Sandy Hook Fortification.

Schr. Alexander, ——, Gardner 7 ds., with lumber to master.

Schr. Shannon, (Br.,) Higgs, Eleuthera 10 ds., with fruit to Jos. Eneas. Left no Am. vessels.

Schr. Kate Merrill, Wickes, Apalachicola 20 ds., with cotton, &c., to Merrill & Abbott.

Schr. C. Dennis, Horton, Charleston 7 ds., with cotton, &c., to master.

Schr. Sabine, Robbins, Newbern, N. C., 4 ds., with naval stores to order.

Sloop Stonybrook Packet, Tyler, Providence 2 ds.

BELOW—Ship Andover, from New-Orleans.

WIND—Sunset, S. W.

Sailed.

Steamship Roanoke, for Norfolk. Ship M. Nottebohm, for Liverpool. Barks Stampoed, for Gibraltar and a market, Ariel, for Port-au-Prince; F. de Bellville, (Fr.,) for Philadelphia.

27th—Steamship De Soto, for Havana and New-Orleans.

By Telegraph.

SANDY HOOK, June 28, sunset.—Ships Revenue and Victory, for Liverpool, cld. the Bar at 2:03 P. M. One ship to Wm. Nelson & Son, from New-Orleans, and another ship going up the Bay. Wind light, S. S. W. Weather clear.

LONG BRANCH, June 28, sunset.—No vessels in sight bound in. Wind light, S. S. W. Weather hazy.

HIGHLANDS, June 28, sunset.—Nothing in sight. Wind light, S. Weather clear.

BOSTON, June 28.—Arr. steamer Kensington, Baker, from Philadelphia; ship Enoch Train, Rich, from Liverpool; bark Valetta, Watson, from Cape Town; brig La Grange, Dearborn, from Havana; schr. S. Allen, from Savannah. Off Highland Light, ship Eastern Queen, from New-Orleans; bark Aura, from Havana; steamer Chesapeake, from New-York for Portland.

Miscellaneous.

SHIP JANE HENDERSON.—NORFOLK, June 27.—Advices this morning are much more encouraging, for cargo at any rate. The steamtug Thos. Reaney and schr. F. W. Johnson are at the vessel saving cargo. The steamer Young America was to leave Norfolk last evening for the ship, with a large gang of men. The crew and passengers are all safe.—(By letter to Ellwood Walter, Esq., Secretary Board of Underwriters.)

NEW-ORLEANS, June 27.—The ship Orphan, hence for Boston, has returned for repairs, having been in collision.—(By telegraph.)

Spoken, &c.

John Clark—ship, from Liverpool for Philadelphia, June 26, 20 miles E. of Barnegat.—(By pilot-boat Jane, No. 1.)

Marquette—ship, from New-Orleans for Liverpool, no date, lat. 42 04, lon. 46 40.

Foreign Ports.

At Port-au-Platte, June 9, Br. brig Lady Chapman, hence, arr. 8th inst.; Brem. brig Santiago, do., arr June 9.

At Arroyo, P. R., June 10, brig Greyhound, Pierce, for St. John, P. R.; schrs. Electric Light, Hume, for New York in 8 ds.; Sally Gay, Crosby, for Harwich in 6 ds.; [illegible]

SITUATIONS WANTED.

FEMALES.

AS CHAMBERMAID.—WANTED, A SITUATION by a Protestant girl as chambermaid and waitress, or to do the housework of a small family; has no objection to the country. Can be seen for two days at No. 591 3d av., third floor, front room.

AS CHAMBERMAID.—WANTED, A SITUATION by a young woman to do chamberwork and waiting; would assist with the washing; has the best of reference. Call at her present employer's, No. 71 47th-st.

AS CHAMBERMAID, &c.—WANTED, A SITUATION as chambermaid and waitress, or chambermaid and nurse, and wishes to go to the country with a family for the summer; the best of City reference from her last employer. Call at No. 451 3d-av. between 32d and 33d sts., first floor, front room.

AS CHAMBERMAID AND WAITRESS.—Wanted, a situation, by a respectable young girl, as chambermaid and waitress, or to take care of children; has no objection to the country; can give the best of City reference. Call at No. 185 East 17th st., between 1st-av. and Avenue A.

AS CHAMBERMAID AND WAITRESS.—Wanted, a situation as waitress or chambermaid and waitress by a Protestant young woman, who is a first-class waitress and well recommended; also by a nice girl, aged 15 years. Apply at No. 7 11th st., near Broadway.

AS CHAMBERMAID AND WAITRESS, OR CHILDREN'S NURSE.—Wanted, a situation by a respectable woman; is also a first-rate washer and ironer; no objection to go to the country. Apply at No. [illegible] West Houston st., for two days.

AS COOK.—WANTED, BY A STEADY, COMPETENT woman, a situation as cook in a small private family; she understands meats, poultry and game; is a good baker of bread and biscuit; understands the care of milk and butter; is willing to go a short distance in the country; can give good City references. Can be seen for two days at No. 64 West 35th-st., between 5th and 6th avs.

AS COOK.—WANTED, BY A PROTESTANT young woman, a situation as first rate cook, and to assist in the washing and ironing, who thoroughly understands her business; is an excellent baker of bread and biscuit and a splendid laundress; has good City reference. No objections to the country. Can be seen to-day and Saturday at No. 62 4th-av., near 9th st.

AS COOK.—WANTED, BY A FIRST-CLASS cook a situation in the City or country for the Summer, who understands meats, poultry, baking, pastry, soups and jellies, preserves and family dishes of fruits in season; the best of City reference. Call or address No. 216 East 22d-st., for two days.

AS COOK.—WANTED, BY A PROTESTANT WOMAN, a situation as cook in a private family; understands her business in all its branches, and can give the best of City reference as to character and capability. Can be seen for two days at No. 158 West 20th-st., third floor, front room.

AS COOK.—SITUATION WANTED BY A HIGHLY respectable woman, as first-class cook; thoroughly understands all its branches; no objection to go a short distance in the country with a private family. Very best of references. Can be seen for two days at No. 11 6th st., between Bowery and 2d-av.

AS COOK.—WANTED, A SITUATION AS COOK, either in a private family or a first-class boarding-house, by an English woman who has good City references; no objection to the country; would assist in washing and ironing if required. Apply at No. 7 11th-st., a little west of Broadway.

AS COOK.—WANTED, A SITUATION AS FIRST class cook, by an American woman who understands her business in all its branches. Excellent City reference. Can be seen for two days at No. 504 2d-av., between 31st and 32d-sts., 2d floor, back room.

AS COOK.—A SITUATION WANTED, BY A respectable American girl, as cook in a small private family; no objection to do washing and ironing, in the City. Call at No. 203 7th-av.

AS COOK, &c.—WANTED—A SITUATION, BY a respectable girl as cook, and is willing to assist in the washing and ironing; has no objections to the country; has good City reference. Can be seen at No. 360 3d-av., Room No. 15.

AS COOK, &c.—WANTED, BY A RESPECTABLE German woman a situation as cook and housekeeper immediately, in a private family; understands French and American cooking thoroughly. Address GERMAN COOK, Box No. 194 *Times* Office.

AS COOK, &c.—A SITUATION WANTED BY A young woman; is a good plain cook; wants to go a short distance in the country; public place preferred. Apply at No. 139 1st-av., near 9th-st.

AS COOK, &c.—WANTED, A SITUATION AS good cook, washer and ironer, by a respectable woman; is a good baker. Has good City reference. Can be seen for two days at No. 146 West 36th-st.

AS COPYIST.—A YOUNG SOUTHERN LADY, widow of a clergyman, desires employment as copyist, saleswoman, or to attend an office of some kind or in a business to travel. Address, one week, Mis ZANEEBAR, Post-office, New-York.

AS GOVERNESS OR COMPANION.—Wanted by a lady a situation as governess or companion, either in the City or country, or to travel with a family. Address J. K. A., Turnbull's book-store, No. 879 Broadway, between 18th and 19th sts.

AS HOUSEKEEPER.—WANTED, A HOUSEKEEPER's situation by a lady who thoroughly understands housekeeping, and is strictly conscientious. She is fully capable of taking charge of and regulating a well-ordered household, in a private family, or some public institution or seminary. The advertiser can give the best of City reference. Call at or address M. S., No. 134 Willoughby st., Brooklyn, for three days.

AS HOUSEKEEPER.—A WIDOW LADY DESIRES a situation to take charge of a house, or as housekeeper in a small, respectable family, in City or country; preference given to one where her daughter would be engaged to give lessons in music, and the rudiments of English, as compensation for her board; the best of references given. Address B. A., Box No. 220 *Times* Office.

AS HOUSEKEEPER.—WANTED, BY A Welsh Protestant woman, a situation to take charge of a house or to do cooking; best of reference given. Apply at No. 272 10th-st., between 1st-av. and Avenue A, second floor.

AS HOUSEMAID.—WANTED, BY A RESPECTABLE young girl, a situation in a small private family, to take care of grown up children and sew, or to do chamberwork and sewing; is a good embroideress; would be willing to go to the country with a family for the Summer months; she has the very best of City reference. Call for two days at No. 109 11th-st., between 1st and 2d avs.

AS HOUSEMAID.—WANTED, A SITUATION, by a willing and obliging Protestant woman, in City or country, in a private family, as down-stairs servant or to do general housework; is an excellent plain cook and thorough good laundress. Has good City references. Apply at No. 405 Broome-st.

AS HOUSEMAID.—WANTED, A SITUATION in a small private family, by a genteel German girl. Has excellent City reference. Call at No. 15 Leonard-st., in the rear.

AS NURSE.—A COMPETENT NURSE WISHES to take charge of an infant from its birth, or as nurse and seamstress; several years accustomed to the care of children; would be willing to assist in chamberwork; no objections to the country; good City reference given. Call at No 200 West 25th-st., between 7th and 8th avs.; can be seen until engaged.

AS NURSE.—A RESPECTABLE YOUNG WOMAN wishes a situation as nurse in a private family; is willing to make herself generally useful. Can take care of a baby from its birth, and can teach small children. Can be seen for two days if not engaged at No. 44 Essex-st., second floor, Room No. 11.

AS NURSE, &c.—WANTED, BY A RESPECTABLE Protestant young woman, a situation as nurse and to do plain sewing; good City reference. Call for two days at No. 97 East 16th-st., top floor, back room.

AS NURSE OR CHAMBERMAID.—WANTED, by an English Protestant girl, a situation as nurse or chambermaid. Apply at her present employer's, between the hours of 10 and 3, at No. 116 Lexington-av.

AS SEAMSTRESS AND NURSE.—WANTED, a situation by a respectable young woman as seamstress; would take care of children. Would like to go to the country or travel with a lady. Could fill any situation in a gentleman's family. Good City references. Apply, for 2 days, at No. 61 12th-st., between 5th and 6th avs.

AS WAITRESS.—WANTED A SITUATION BY a young woman as waitress or chambermaid, and assist in washing and ironing, or general housework; no objection to go a short distance in the country; has good reference from her last situations. Apply at No. 201 West 26th-st., between 8th and 9th-avs., in the rear.

WANTED—BY A PROTESTANT GIRL, A SITUATION to go West. No. 372 6th-av.

SERVANTS.—COMPETENT AND RELIABLE German, French, and others, with good references, for City or country, may be obtained at the Employment Society's Office, No. 51 12th-st., one door east of Broadway, formerly Bible House. German and French languages spoken. Miss HELD, Matron.

ABUNDANCE OF GOOD SERVANTS NOW ready for City and country. German, English, Scotch, Irish, &c., capable, civil, active, at the largest Institute and Home, conducted by an American Lady, No. 133 11th-st., corner of 6th-av.

MALES.

AS CLERK.—A YOUNG MAN, OF SOME years' experience in handling money, and in keeping accounts, would like a situation as clerk in a Brokers' office, or as cashier or book-keeper in a first-class house. Can give security and the best references. Address CASHIER, Box No. 171 *Times* Office.

AS COACHMAN.—A COACHMAN'S SITUATION wanted by a steady, reliable English Protestant man of long experience in the care and treatment of horses in London and six years in New-York; is a first-rate driver; knows town well; has the best of City references as to capability, sobriety, &c. Direct to J. W., at Mr. Stillings' saddlery store, between 27th and 28th sts., or Box No. 211 *Times* Office.

AS COACHMAN.—WANTED, BY AN ENGLISH Protestant single man, a situation as coachman in a private family, who thoroughly understands the care and treatment of horses; is a good and careful driver; has long experience in England and this country; can produce the best of City reference; no objection to any part of the country. Call, or address W. B., for two days, at Mr. Disbrow's Riding Academy, 5th av., corner 39th st.

AS COACHMAN.—WANTED, A SITUATION AS coachman by a person who thoroughly understands his business; is willing to devote his whole time to his employer; has the best of City and country reference. Can be seen, or address MICHAEL, No. 88 West 24th-st., at his present employer's, for two days.

AS COACHMAN.—WANTED, A SITUATION AS coachman by a Protestant man; is a good groom and careful driver; has the best of City and country reference; good at garden-work, row a boat, or anything that may accommodate. Address G., Box No. 191 *Times* Office.

AS COACHMAN AND GARDENER.—WANTED, a situation as coachman and gardener by a young man who thoroughly understands his business in all its branches, and has the best of City and country reference. Address W. C., Box No. 208 *Times* Office, for two days.

AS COACHMAN AND GROOM.—WANTED by a respectable and steady young man a situation; he is an experienced coachman and groom, also a good plain gardener; will make himself useful about the place; best of references; wages moderate. Call at No. 275 Bowery.

SITUATIONS WANTED.

MALES.

AS COACHMAN AND GROOM.—WANTED, a situation as coachman and groom, by a man who thoroughly understands his business thoroughly in all its branches, and who will make himself generally useful; can produce the best reference from his last employer. Address R., Box No. 172 *Times* Office.

AS FARMER AND GARDENER.—WANTED, a situation as farmer and plain gardener, by a single man who thoroughly understands his business and all its branches, raising and taking care of stock and farming in general, and will be beneficial to any gentleman who may employ him. Can come well recommended from his last employer, address for three days, D. S., Box No. 215, *Times* office.

AS GARDENER AND COACHMAN.—WANTED, a situation by a single man, as gardener and coachman; understands the care of greenhouse plants and all kinds of vegetables, and also understands the care of horses, carriage and harness; can be well recommended from his last employer in the City. Can be seen, for two days, at No. 196 7th-av., between 23d and 24th sts.

AS DRIVER.—WANTED, A SITUATION BY A young man, 19 years of age, to drive a horse and wagon; the best of City reference. Address R. H. T., Box No. 188 *Times* Office.

AS FARMER—DAIRYMAID.—MAN AND wife without children, want work in the country; man as farmer, wife as dairymaid; good plain cook and washer. Best of reference. Address P. C., Box No. 203 *Times* Office.

AS HEAD WAITER IN A SUMMER HOUSE OR COUNTRY HOTEL.—Wanted, a situation as such by an active young man of pleasing address, who has had some years' experience, and knows his business perfectly well; suitable City or country references given in regard to his qualifications. Address A. B., Box No. 215 *Times* Office.

AS JANITOR.—WANTED, A SITUATION AS janitor of a building, or to take care of offices, by a respectable married man, an intelligent Protestant; his wife and him both members of the Church; would give satisfaction to any party that would employ him, of conscientious integrity of character; could refer to some of the first gentlemen of this City. Address JANITOR, Box No. 204 *Times* Office, for two days.

AS WAITER.—SITUATION WANTED AS WAITER, by a smart, energetic young man, lately arrived, having served for 13 years in a gentleman's family in Europe, should be a sufficient guarantee of his thorough capability to fill the situation of first-class waiter man. No objection to a hotel or first class boarding-house, or to the country. Has excellent testimonials. Apply, or address a note to No. 10 Tillary-st., Brooklyn.

AS WAITER.—A FIRST-RATE PRIVATE WAITER (Protestant) accustomed to all the work of a first-class family, the making of salads, ice creams and water ices. Can refer to his last situation which he has just left. Will go to the country for the summer if required. Address No. 175 5th-av., for two days.

AS WAITER.—WANTED, A SITUATION AS waiter in a private family, by a very sober, industrious man, who is capable of his business; the best of City reference can be given. Call at No. 874 Broadway, corner 18th-st., or No. 715 Broadway, where he can be seen, or address S. T., Box 179 *Times* Office, for 2 days.

WANTED—IN AUGUST OR SEPTEMBER, A situation in an office, bank, or wholesale store, for a lad of 15, who is at present studying book-keeping; or he would if required, commence business immediately. Address W. C. A., Box No. 103 *Times* Office.

MUSICAL.

A GREATLY IMPROVED PIANO-FORTE.
LIGHTE & BRADBURYS,
MANUFACTURERS OF
A NEW SCALE
OVERSTRUNG BRASS
BENT INSULATED FULL IRON-FRAME
GRAND AND SQUARE PIANO-FORTES,
No. 421 Broome-st.
PIANOS TO RENT.

CHICKERING & SONS,
Manufacturers of
GRAND, SQUARE AND UPRIGHT PIANOS.
Warerooms No. 694 Broadway.
C. & SONS have been awarded thirty-eight prize medals for the superiority of their manufacture for the past thirty-five years.
Also for sale,
MASON & HAMLIN'S SUPERIOR
MELODEONS AND HARMONIUMS,
For parlors, churches, vestries and lodges,
At wholesale and retail.
Pianos to rent.

PIANOS AND MELODEONS TO RENT AND FOR SALE.—Five new 7-octave pianos, beautiful cases and superior tone, to rent; four second-hand pianos, and two do. with Æolian, to rent; twenty melodeons, new and second-hand, for sale or rent at low prices, one second-hand 7-octave piano been used about one year, price $300, will be sold for $200. Second-hand melodeons for $30, $40, $50, $60 and $75. Second-hand pianos $50, $60, $75, $90, $120 and $150. Monthly payments received for pianos and melodeons. Pianos and melodeons tuned and repaired.
HORACE WATERS, Agent, No. 333 Broadway.

WM. HALL & SON, NO. 543 BROADWAY, BETWEEN SPRING AND PRINCE STREETS.—DRIGGS' PATENT, or the Violin Piano,
"The best Piano existing."
ALEXANDRE ORGANS, from 5 to 15 Registers.
PRINCE & CO.'S Celebrated Melodeons; all styles.
HALL'S celebrated Guitars; Guitar Strings.
HALL'S New Patent Banjos. Violin Strings.
New Catalogue of Music, sent by mail on receipt of 7 cents in stamps.

HALLET, DAVIS & CO.'S GRAND AND SQUARE PIANOS, long known as the best Pianos made. PRATT'S MELODEONS. Good second-hand Pianos very low. Pianos and Melodeons to let.
T. S. BERRY, No. 458 Broadway,
Marble Building, corner Grand-st.

HAZLETON BROS., PIANO-FORTE MANUFACTURERS, No 99 Prince-st., offer a fine assortment of brilliant and full-toned Pianos, at the lowest rates. Warranted to give satisfaction; guaranteed for three years.

ALBERT WEBER'S OVERSTRUNG grand-action iron-frame Piano-fortes, unsurpassed in sweetness and power, beauty and durability. Warranted for 3 years. 155 West Broadway, near Canal-st.

A. E. THOMPSON, NO. 430 BROOME-ST., ONLY one block east of Broadway, has constantly on hand the best assortment of Pianos in the City, at prices from $25 to $300. All fully guaranteed. Pianos to let.

BOARDMAN, GRAY & CO. HAVE AT their warerooms, No. 487 Broadway, new and elegant piano-fortes for $130. Call and see them.

A. H. GALE & CO., PIANO-FORTES, NO. 107 East 12th-st., invite attention to their new Scale Pianos. Guaranteed to give entire satisfaction.

HELP WANTED.

A CLERK.—WANTED A CLERK IN A LAWYER's office, a steady young man who writes a good hand; also, an active errand boy. Address X, Box No. 109 *Times* Office, with place of residence and a specimen of handwriting.

A COACHMAN.—WANTED, A PROTESTANT coachman to go in the country; he must be perfectly acquainted with his business, and willing to make himself useful. Address B., with reference, Box No. 202 *Times* Office.

A GIRL.—WANTED, A GIRL TO DO THE GENeral housework of a very small private family; must have City reference. Apply at No. 138 East Broadway.

A TRAVELING WAITER.—AN UNMARRIED man, either German or Scotch, to wait upon and travel with an invalid gentleman; he must be neat about his person, and fully competent to drive a horse. Apply at No. 83 East 39th-st., before 10 A. M., or between 1 and 4 P. M.

HOSIERY CLERKS WANTED.—APPLY to J. R. JAFFRAY & SONS, No. 350 Broadway.

WANTED.—FAMILIES WISHING TO REMOVE to the country, which are composed of two or more grown-up daughters, may hear of an opportunity to better their circumstances with permanent employment in a manufacturing village, in the State of Connecticut, five hours' ride from the City. Apply to No. 37 Broadway, up stairs.

WANTED—A SUPERINTENDENT TO TAKE charge of a Woolen Mill; one who has had experience in making satinets, and who thoroughly understands his business. None others need apply. Address C. H. D., Box No. 102 *Times* Office.

DENTISTRY.

N. B. GRIFFIN & BROTHERS, DENTISTS, No. 316 Grand-st., New-York, and No. 257 Fulton-st., Brooklyn, still continue to insert full or partial sets of teeth, on their improved atmospheric plates, with or without extracting the roots. Full sets on silver, $8; Amber or Rubber, from $10 to $15; on Gold, $25; Continuous Gum, $30; partial sets on gold, $2 per tooth; Silver, $1; teeth filled with gold, $1; Quartz, Bone, Silver and Tin, 50 cents. Teeth extracted without pain, 25 cents.

A CLEAN AND WHOLESOME APPEARANCE OF THE MOUTH IS THE STRONGEST LETTER OF RECOMMENDATION.—Pain and loss of teeth entirely prevented by my new method of filling, which is warranted. Teeth and fangs ingeniously removed without sensation. Old sets exchanged, fitted or repaired, and new sets in handsome style.
VINCENT W. BATE, Dentist,
No. 885 Broadway, corner of 13th-st.

L. MUNSTER, GRADUATED SURGEON dentist, has removed to No. 50 West 29th-st., between Broadway and 6th-av.

HOTELS.

ST. DENIS HOTEL,
CORNER OF ELEVENTH-ST. AND BROADWAY,
NEW-YORK.
(OPPOSITE GRACE CHURCH.)

Mr. E. E. BALCOM has the pleasure to announce that he has leased the above named Hotel for a term of years. It has been completely renovated and put in order, and is now ready for the accommodation of transient and permanent guests.

Parties visiting New-York wishing to adopt the European plan of living will find all the necessary accommodations at this Hotel.

Mr. BALCOM having been for five years connected with the management of the St. Nicholas, and more recently with the Fifth-avenue Hotels of this City, feels that he is competent to give entire satisfaction to all who may become his guests during their stay in New-York.

HOUSES & ROOMS WANTED.

A LARGE, FIRST-CLASS HOUSE WANTED by the advertiser, furnished or unfurnished; prefer it located on 14th-st., between Broadway and 5th-av., or the vicinity. Address Box No. 2,571 Post-office.

ST. CATHARINE MINERAL WATER.—This unrivaled remedy for Rheumatism, Gout, Kidney Complaints, Derangement of the Liver, Salt Rheum, and diseases peculiar to women, continues to work out marvelous cures.
See certificates from gentlemen of the highest respectability by sending for a pamphlet.
Natural Water, $3 per dozen.
Bathing Water, $8 per dozen. C. L. MATHER,
Agent, Astor House and No. 533 Broadway.

AUCTION SALES.

A. J. BLEECKER, SON & CO., Auctioneers.
A. J. BLEECKER, SON & CO.
Will sell at auction,
ON FRIDAY, JUNE 29,
At 12 o'clock, at the Merchants' Exchange,
TEN PLOTS OF LAND,
Containing from
9 to 32 Lots each,
On the upper part of
BROADWAY, HARLEM RIVER, 211TH, 212TH, 213TH, 214TH and 216TH STS.
80 per cent.
Can remain on bond and mortgage,
Part of it for 10 years.

This property is within one hour's time of Chambers-st. by the Hudson River Railroad trains, leaving at 6 and 9:45 A. M., and 1:15, 3:35, 4:15, 5:30, 7, and 10:45 P. M., (leave 31st-st. station 25 minutes later,) stopping at Tubby Hook, which is very near the premises. Return trains stop on the way down at 6:57, 7:34, 8:07, 10:04, and 11:55 A. M., and 4:08, 5:50, and 9:16 P. M.

THE HARLEM RIVER BOATS
Leave Peck-slip Ferry at 7, 8, 9:15, and 11 A. M.; 1:30, 3:15, 4:15, 5:15, 6:15, and 7:15 P. M. Time to the Century House, at the foot of 215th-st., which street is now opened and graded from the river to Broadway, one hour and fifteen minutes. The same boats return every hour until 7 P. M. The 3d-av. cars arrive at and leave every five minutes, the landing on the Harlem River at the end of 3d-av., where the steamboats stop on their way up and down.

SALE POSITIVE, WITHOUT RESERVE.
Those who go up to view the property will find each plot staked at the four corners, with a number in the centre to correspond with the map, which may be obtained from the Auctioneer's office, No. 7 Pine-st., or from Mr. Post, at the Century House, on Harlem River, near the foot of 215th-st.

ALBERT, MORTIMER, GRIFFIN & Co., Auctioneers.
MAGNIFICENT
HOUSEHOLD
FURNITURE
AT PUBLIC AUCTION.
THE PROPERTY OF DR. JNO. T. HUNGERFORD.
THIS DAY, (Friday,) June 29, at the 5-story brown-stone residence No. 48 West 16th st., between 5th and 6th avs., sale commences at 10½ o'clock; being the largest and richest assortment of household furniture and works of art offered at auction this season, viz.:
Carved rosewood 7-octave piano-forte,
Rosewood drawing-room suites,
Bronze and ormolu chandeliers,
Sevres and Dresden china ornaments,
Velvet and Brussels carpets,
Pier and mantle mirrors,
Brocade and lace curtains,
Oil-paintings, by eminent artists,
Artistic bronze statuary,
Etageres, bookcases, centre-tables,
Rosewood and mahogany chamber furniture,
Oak dining-room furniture,
China, glass and silver ware,
Sheffield tablecutlery, &c., &c., &c.
To be peremptorily sold.

A. J. BLEECKER, Auctioneer.
A COUNTRY SEAT AT PUBLIC AUCTION.—A. J. BLEECKER will sell at public auction on SATURDAY, June 30, at 12 o'clock M., on the premises, a handsome country seat of 25 acres, situated in Scarsdale, Westchester County, N. Y., about eight minutes walk from Hart's Corners Dépôt, on the Harlem Railroad, on the old post road, two miles south of White Plains, formerly known as the residence of Gov. Tompkins, now owned by William Archer. The dwelling is large and old-fashioned, somewhat modernized, an abundance of necessary out-buildings, mostly new; also, an ice-house filled. There is a fine stone wall running along the entire front, with an osage orange hedge; the lawn is well shaded with tall locust, evergreen and other trees; of fruit there are 2,500 Lawton blackberries and raspberries, also currants and gooseberries, 50 grape vines, a number of dwarf pear and plum trees, of standard fruit; a large number of choicest kinds of cherry, pear and harvest apple trees, also two apple orchards. The fields are in oats and grass, corn and potatoes; there is a fine large vegetable garden planted with all the varieties of the season. After the sale of the place the stock and farming utensils will be sold, also the household furniture; terms easy. The place is remarkably healthy. Further information can be obtained by calling on WARNER PLATT, No. 51 Liberty st., between the hours of 11 and 4.
The cars leave 26th-st., Harlem Railroad, at 8:15 A. M.; returning, leave Hart's Corners at 2:20, 2:40, 6 and 7 P. M. A conveyance will meet the 8:15 train from New-York on the day of sale.

ADRIAN H. MULLER, Auctioneer.
WILL SELL AT AUCTION, ON TUESDAY, May 22, at 12½ o'clock, at the Merchants' Exchange, in the City of New-York, 50 Bonds of $1,000 each, Nos. 246 to 294 inclusive, City of Milwaukee 7 per cent., (Municipal Sinking Fund,) dated July 20, 1857, payable Aug. 1, 1877; interest coupons attached from Feb. 1, 1858; interest payable in New-York, February and August; hypothecated.
The above sale is adjourned to TUESDAY, 29th inst., at same hour and place.—Dated May 22, 1860.
The above sale is further adjourned to TUESDAY, June 12, at the same hour and place.—Dated May 29, 1860.
The above sale is further adjourned to TUESDAY, July 3, at same hour and place.—Dated June 12, 1860.

JAMES COLE, Auctioneer.
ELEGANT ROSEWOOD AND MAHOGANY FURNITURE, OVAL MIRRORS, RICH CARPETS &c.—JAMES COLE & SON will sell on FRIDAY, June 29, at 10½ o'clock, at No. 146 Oxford-st., near Fulton-av., Brooklyn, the entire furniture contained in said house, consisting in part of rosewood etageres, escritoire, sofas, chairs, tables, rosewood piano forte, oval mirrors; consoles, velvet, medallion, and other carpets, oil-paintings, engravings, gas chandeliers, rich cut glass, &c. Catalogues at the office of the Auctioneers, No. 369 Fulton-st., Brooklyn.

A. S. RICHARDS, Auctioneer.
SPECIAL SALE OF BOOTS, SHOES AND BROGANS AT AUCTION.—By RICHARDS & WHITING, on MONDAY, July 2, at 11½ o'clock, at store No. 44 Cortlandt-st., being a complete assortment of fresh goods direct from the manufacturers. Catalogues on morning of sale.

JOSEPH HEGEMAN, Auctioneer.
SATURDAY, JUNE 30, AT 1½ O'CLOCK, P. M., at No. 111 Smith-st., between Dean and Pacific sts., mahogany sofa, bureau, bedsteads, marble-top tables, carpets, toilet and dinner crockery, refrigerators, stoves, Hedenburgh heater, &c.

H. H. LEEDS & Co., Auctioneers.
WE WOULD REMIND OUR READERS that the great sale of antique coins and medals will take place THIS DAY and TO-MORROW, by H. H. LEEDS & CO., at 10½ o'clock, in the gallery over the salesroom, No. 23 Nassau-st.

FIREWORKS.

J. G. & I. EDGE, Jr.
PREMIUM COLORED AND BRILLIANT
FIREWORKS.
W. J. SYMS & BRO.,
Dépôt, No. 300 Broadway.
Having made extensive arrangements with the above celebrated maker for the sale of their Fireworks we are prepared to offer to storekeepers and the public generally an unequaled stock, both in quality and variety, at reduced prices, consisting in part of
Fire-Crackers, Torpedoes, Wheels, Triangles, Rockets, Roman Candles, Mines, Pidgeons, Comets, &c., &c.
CITY AND TOWN COMMITTEES supplied with public displays at short notice.

I TOO.
S. D. ROBERTS.
N. B.—Many parties having hired parties formerly employed by Messrs. J. G. & I. Edge, are advertising themselves as agents of J. G. & I. Edge. The public should beware of such charlatans, as they may find upon being blown up that the goods sold as Edge's are from the laboratory of some obscure manufacturer.
S. D. ROBERTS,
No. 172 Broadway, cor. Maiden-lane and Broadway.

FIREWORKS.
BEWARE OF IMPOSTORS!
Not having any parties in my employ who have sold Messrs. J. G. & J. Edge's Fireworks until this season, I would caution the public not to patronize those who cast reflections on them, who wish to do an honorable business.
The genuine Edge's Fireworks are to be had in quantities to suit purchasers at Edge's Dépôt.
GEO. B. COLEY, Agent,
No. 37 Maiden-lane, New-York.

G. A. LILLIENDAHL'S DEPOT
FOR THE EXCELSIOR FIREWORKS.
Neatest in appearance, and best in quality.
FOR PUBLIC AND PRIVATE EXHIBITION.
FUNSTON & SCOFIELD,
No. 62 John-st.

HADFIELD'S
FIRST PREMIUM
FIREWORKS.
DEPOT, NO. 47 MAIDEN-LANE.
HENRY B. TITUS, Agent.

FIREWORKS! FIREWORKS!
LEONARD AND ELSWORTH, No. 87 BARCLAY-street, corner of Washington, have on hand an extensive assortment of EDGE'S & HADFIELDS FIREWORKS, which they are prepared to sell on the most favorable terms. Country dealers invited to look at our stock before purchasing.

EDGE'S FIRST PREMIUM FIREWORKS.
PRINCIPAL DEPOT, NO. 37 MAIDEN-LANE, N. Y.
Fire-crackers, Torpedoes, Joss-sticks, and the usual variety of articles required for storekeepers' sales and public exhibitions, of superior quality, at less than usual prices. Address orders by mail or telegraph to
GEO. B. COLEY, No. 37 Maiden-lane, N. Y.

FIREWORKS.—NEW-YORK LABORATORY, No. 196 Front-st., one door from corner Fulton.
FIRE-CRACKERS, TORPEDOES, JOSS-STICKS, and a full assortment of FIREWORKS, plain and colored fires, warranted of the first quality.
Committees for exhibitions and the trade supplied on the most liberal terms. M. BENNETT.

1776.—EDGE'S FIRST PREMIUM FIREWORKS of every description warranted first quality. Dealers and town Committees supplied at the lowest prices. Orders promptly attended to.
JOHN D. ROBBINS, Agent.
No. 39 John-st. New-York.

DEPOT FOR J. W. HADFIELD & SON'S FIRST-PREMIUM FIREWORKS.—A full assortment of the best quality, and at the lowest prices. Dealers are respectfully invited to call.
R. FOULDS, Jr., No. 37 John-st.

FIREWORKS.—A GENERAL ASSORTMENT of Plain and Colored FIREWORKS, and of the best quality, for sale by BADEAU, LOCKWOOD & CO., No. 227 Washington-st.

PUBLIC MEETINGS.

SENIOR VETERAN CORPS OF 1812 WILL meet at the Mercer House on THIS (Friday) EVENING, June 29, at 7½ o'clock, to receive the money for tickets sold. Also, to prepare for celebrating the 4th of July. By order. H. RAYMOND, Col.
ISAAC M. PHYFE, Adjutant.

GROCERIES & PROVISIONS.

WRIGHT, GILLIES & BROTHER,
DANDELION COFFEE.
A sovereign remedy for general debility, dyspepsia and bilious affections; strongly recommended by the Faculty. Thousands who have been compelled to abandon the use of Coffee find this an excellent substitute, to say nothing of medicinal qualities; is also much cheaper, requiring but half the quantity of ordinary coffee. City Mills, Nos. 233, 235 and 237 Washington-st., New-York.

FAMILIES SUPPLIED WITH
PURE MILK.
Address T. W. DECKER, No. 155 East 27th-st.

BOARDING AND LODGING.

BOARDING.—TWO GENTLEMEN AND THEIR wives, or four single gentlemen, can be accommodated with full or partial board at No. 246 West 22d-st., between 8th and 9th avs.; front parlor and bedroom on second floor, and back parlor on second floor, with closets, bath, &c. Rooms furnished; superior location. References given and required. Apply as above. Private family.

BOARDING.—PLEASANT ROOMS, WITH FULL or partial board, at No. 155 Hudson st., opposite St. John's Park. References exchanged.

BOARD IN BROOKLYN.—TWO GENTLEMEN can be accommodated with a pleasant front room in a private family, possessing all the comforts of a home; no other boarders will be taken; located in the vicinity of the City Hall, Brooklyn. Address, with real name to C B., Box No. 158 *Times* Office, will meet with prompt attention.

BOARD IN BROOKLYN.—TWO LARGE well furnished rooms, with large pantries, on 2d floor, to be let with or without board to gentlemen. Location convenient to Wall-st. and South ferries. Unexceptionable references given and required.

BOARD IN BROOKLYN.—PLEASANT ACCOMMODATIONS for gentlemen and their wives, or for single gentlemen, may be had at No. 11 Monroe-place, within five minutes' walk of Fulton or Montague Ferries; references exchanged.

BOARD IN BROOKLYN.—ROOMS ON THE first or second floor of an English basement house will be let, with partial board, to a person having good reference. Inquire at No. 25 Concord-st.

BOARD ON BROOKLYN HEIGHTS.—A single gentleman can be accommodated with a pleasant, well-furnished room in a house overlooking the river. Family private. References required. Apply at No. 51 Columbia-st.

BOARD IN HARLEM.—PLEASANT ROOMS with board in a private family can be had in 129th-st., third house West of 3d av. Communications to the City by boat or cars.

A GENTLEMAN AND WIFE, ALSO TWO single gentlemen, can obtain board in a small private family in South Brooklyn. The house is beautifully situated, about ten minutes' walk from South Ferry; the rooms are large and airy and terms moderate. Address S. E. B., Box No. 158 *Times* Office.

ROOMS TO LET, WITH OR WITHOUT BOARD.—A private family, without children, and occupying a first-class house, would let a large front parlor on second floor, unfurnished; also, a nice furnished room, on third floor. Apply at No. 119 West 21st-st.

TO LET.—TWO HANDSOME ROOMS AND PARLOR, with board or without, separately in a Parisian family; the house has all the modern improvements: a practical course of French will be commenced by proprietor who is a well known professor. Apply at No. 98 East 22d-st.

A PRIVATE FAMILY, RESIDING NO. 45 East Thirty-first st., between Madison and 4th-avs., will rent a few rooms with board.

COUNTRY BOARD.

SUMMER BOARD AT FISHKILL.—A small family may be accommodated with pleasant rooms and board for the season. Distance from New-York by H. R. R. Express 1 hour and 40 minutes; from the dépôt about 20 minutes' drive. The house is delightfully situated, and well shaded with fruit and forest trees. For health and beauty of scenery, and pureness of water, this place cannot be surpassed. Other particulars may be had of Mr. S. WILLIAMS No. 194 Chambers-st., or Mr. ELLIS S. POTTER, cor. of South and Fulton sts., and also of Mr. A. L. EARLE, No. 510 Washington-st.

BOARDING AT A FARM HOUSE.—THE subscriber has arranged to accommodate families and individuals at the large farm mansion of the late Chas. Underhill, near Glen Cove, L. I. The house is admirably adapted for the convenience of families, the ground ample and well shaded; in short, every comfort that a farm can produce is offered to those desiring a residence for the Summer. Address Mrs. ELIZABETH UNDERHILL, Glen Cove, L. I.

BOARD AT NEWPORT.—AT A NEW PRIVATE house, beautifully situated, with a commanding view of the bay and ocean, three miles distant from the State House or centre of the town, and two miles from the beach, having five lodging rooms. For further particulars, address CHARLES T. HAZARD, Newport, R. I.

BOARDING.—PERSONS WISHING BOARD during the Summer months in a pleasant, healthy situation on the banks of the Hudson river, where there is a good shore for bathing, and where they will be conveyed to and from the landing at Milton without charge. For terms and other particulars, address JOHN E. LAWSON, Marlborough, Ulster County, N. Y.

SUMMER BOARD IN ULSTER COUNTY, NEAR THE HUDSON.—Two quiet families can procure comfortable apartments, with good plain fare, in a country residence, beautifully located on high ground; scenery charming; no mosquitoes. The place has the advantage of iron springs. Terms reasonable. Address FARMER, Box No. 101 *Times* Office.

COUNTRY BOARD AT STATEN ISLAND.—Three or four single gentlemen, or three gentlemen and their wives, can find board in a private family, at Stapleton, five minutes' walk from the landing, where no other boarders will be taken. For further particulars address Y. H., Box No. 130 *Times* Office.

BOARD IN CORNWALL, N. Y.—MME BUTTKAY KOSSUTH will accommodate a limited number of boarders for the Summer. The place is easy of access by daily steamboats from the City. References: Charles E. Foreman, No. 49 Chambers-st., and L. B. Bacon, No 59 Murray-st.

BOARD AT GLEN COVE.—FAMILIES WISHING the comforts of a Summer residence can find desirable accommodations immediately, in the house of the subscriber, near Glen Cove steamboat landing. Three lines of stages pass the door daily. Address CHARLES W. CARPENTER, Glen Cove, L. I.

COUNTRY BOARD WANTED—FOR TWO small families, within one hour by boat or cars of City Hall, where but few boarders are taken. Address, with particulars, C. E., Box No. 556 New-York Post-office.

COUNTRY BOARD.—A SMALL FAMILY OR a few single persons can be accommodated with good board, pleasant place, &c., five minutes' walk from Mount Kisco Dépôt, Harlem Railroad. J. F. HALL.

COUNTRY BOARD ON THE HUDSON.—A gentleman and wife, also a single gentleman, can have pleasant rooms and board for the Summer at Dobb's Ferry. Apply at Greenburgh House.

SUMMER RESORTS.

VANDERLIP'S HOTEL,
MANCHESTER, VERMONT.
Manchester is situated (near the base of the Green Mountains) fifty miles north of Albany and Troy, and thirty south of Rutland where regular connections are made with trains for Manchester. For health and beauty of location this village is unsurpassed. Visitors are assured that at this Hotel they will find those comforts and conveniences usually met with at first-class hotels.
Mrs. E. M. VANDERLIP & SON, Proprietors.

SEA BATHING.
THE PAVILION HOTEL, ROCKAWAY, IS OPEN FOR THE SEASON.
Good rooms or furnished cottages may be engaged at No 47 Cliff-st., New-York or at the hotel.
Stages from the house meet the Long Island Railroad cars at Jamaica.
Two hours from New-York.

TAPPAAN ZEE HOUSE,
NYACK, ON THE HUDSON.
This large and commodious establishment will be opened for Summer board on the 3d of July. Some choice suites of rooms, and several most desirable single rooms, may be secured by immediate application to L. D. & C. F. MANSFIELD.

MANSION HOUSE, LITTLE SILVER, SHREWSBURY, N. J.—Messrs. REED & FRY beg to inform their friends and the public that they have reopened the above house for the season. The proprietors have spared no expense in redecorating the house, which will be found a most comfortable hotel for families during the Summer. Bathing, fishing shooting, &c., &c. Easy of access by boats and railroad from foot of Robinson-st. Trains three times per day, after 1st July, per Raritan and Delaware Bay Railroad Company.

NEW-YORK HOTEL, PENATAQUIT, L. I.—Situated on the shore of Great South Bay, opposite Fire Island; a delightful Summer retreat, affording rare facilities for gunning, fishing and sailing; is now open for the reception of visitors. Trains leave Brooklyn (South Ferry) for Thompson's Station at 10 A. M., and 3:30 and 5:30 P. M., where stages are always in readiness. ROBERT McKINNIN, Proprietor.

BELMONT HALL—SCHOOLEY'S MOUNTAIN SPRINGS, N. J.—The above fashionable resort is now open for the season. A line to the proprietor at the above place will meet attention.
WILLIAM SHARP.
Trains leave foot of Courtlandt-st., at 8½ A. M., 3½ P. M. Express trains leave New-York on Saturday at 5:10, and return early Monday A. M.

SEA-BATHING.—THE MANSION HOUSE, LONG Branch, N. J., has been thoroughly renovated and enlarged, and will now accommodate 600 guests. Open to the public June 15. The R. & D. B. Railroad lands passengers within a few yards of the premises, and run four daily trains. Conveyance also by boats foot of Robinson-st. Address S. LAIRD, Proprietor.

LAKE MAHOPAC.—THE UNDERSIGNED HAS a delightfully situated cottage furnished, to let for the Summer season; all kinds of fruit in profusion on the premises; also, stabling for horses. Inquire of L. BALLARD, No. 290 Broadway, New-York.
E. H. BALLARD.

HEATH HOUSE, SCHOOLEY'S MOUNTAIN, N. J., is now open for the reception of company. Communications by letter will be promptly attended to. D. A. CROWELL, Proprietor.

SURF HOTEL, FIRE ISLAND BEACH, is now open. Through tickets at the Long Island Railroad dépôt, Brooklyn. SAMMIS & DOMINY.

FURNISHED HOUSES TO LET.

TO LET—A SMALL FURNISHED COTTAGE, with garden and grounds, in a healthy and rural location 20 miles from the City, and one mile east of the Hudson River Railroad station and steamboat landing at Hastings. Also, an unfurnished house, with garden, &c. Rent $100. Apply to F. BLANCHET, No. 290 6th-av., near 18th-st., before 9 A. M. or after 4 P. M.

FURNISHED HOUSE TO LET—IN 22D-ST., near 4th-av., for one year or more, to a private family; twelve rooms in perfect order. Apply at No. 58 East 22d-st., from 12 to 1 o'clock. Rent moderate to a satisfactory tenant.

TO RENT FOR THE SUMMER MONTHS.—A furnished house, suited for a large family, near the village of Winsted, Conn. Location beautiful and healthy. Inquire of R. P. STEVENS, Room 1, No. 11 Wall st.

TO LET—A HOUSE, FURNISHED, IN TENTH-st., between 5th and 6th avs. Rent $150 per month. Inquire of VANWINKLE & WINANS, No. 1 Pine-st.

STATIONERY.

ACCOUNT BOOKS AND STATIONERY—A full supply constantly on hand and made to order. Business men are invited to call at the old stand.
HOWE & FERRY, (late S. Raynor,) No. 76 Bowery.

SLOTE & JANES, STATIONERS, PRINTERS and Blank-book manufacturers, No. 93 Fulton-st. Orders respectfully solicited.

COUNTRY RESIDENCES.

COUNTRY PLACE IN BERKSHIRE, MASS.—The subscriber offers for sale the Mansion House and farm of Judge Curtis, in Pittsfield, in the County of Berkshire, Mass. The house and farm lying within a ring fence, contain about one hundred and seventy-four acres, of which about seventy acres are finely wooded, a large part with a heavy growth mostly of hard wood. The residue is tillage and grass land of the best quality.

The Mansion House is large and convenient, and with its accessories of stables, garden and orchard, every way suited to the wants of a family in a first-class country residence. A farm house and all suitable farm buildings are at a convenient distance from the mansion House. The avenues to the house, one of which is through the woodland and the other over the open ground, each half a mile in length—the beautiful slope of the land towards the south, sheltered by wood from the north and west, and the charming views of mountains and valleys from every part of the grounds, render it one of the most attractive spots in the valley of the Housatonic. Considering the natural beauties of the place, and the judicious improvements which have been made upon it, it is believed there are few places in the country more worthy of the attention of those who desire a healthful, convenient and beautiful country residence. At the entrance of the Woodland avenue, there is a pretty cottage lodge.

The Mansion House is completely furnished and ready for occupation, and the purchaser can have such portion, or the whole of the furniture as he may desire to take at reasonable prices.

Other lands of the same proprietor, in immediate proximity to the above, will be sold therewith at the option of the purchaser.

For permission to view the premises and terms of sale, inquire of OTIS PECK, Esq., near the premises, or by mail or otherwise, of the subscriber, in the village of Pittsfield. E. R. KELLOGG.

COUNTRY SEAT FOR SALE OR TO LET.—One of the most desirable country seats in the vicinity of New-York, and possessing unsurpassed advantages for a gentleman engaged in active business in town, yet wishing to reside in the country. The premises consist of a first-class mansion of large size, finished and furnished with all the modern improvements of a town residence, not excepting gas. The out-buildings consist of ample stable and coach house; gardener's lodge, porter's lodge, (at entrance;) carpenter's shop tool house, &c. The grounds contain about 18 acres under a high state of cultivation, producing all the vegetables and fruits required for three or four families, and 25 tons of hay. The place is accessible in one hour from the business part of the City by either of the Brooklyn ferries and horse railroads, or a fine drive of 90 minutes. The place is perfectly healthy, and is offered for sale or to let only because the present occupant cannot afford to occupy it. For particulars, address Box No. 2,134 Post-office with real name. The place may be had by the 1st of July.

TO LET OR TO LEASE FOR A TERM OF YEARS.—A country residence at Newburgh, being part of the well known country seat of Mr. F. J. Betts. The house, which is now being fitted up and ornamented in superior style, is large and commodious, containing eight bedrooms and three attic rooms for servants, and commands a charming view of Newburgh Bay. It will be let alone, or with the garden, grape-houses, fruit orchard, and about thirty acres of land. The vines, of the choicest varieties of foreign grapes, are in full bearing, yielding an abundant supply of fruit for a large family. Terms moderate. For particulars, apply to Hon. JOHN J. MORRILL, Newburgh, F. J. BETTS, New Haven, Conn.

FOR SALE—A BEAUTIFUL COUNTRY SEAT on the Hudson, comprising about 16 acres of ground, abounding in beautiful and romantic scenery, and well stocked with a choice variety of fruit, vines, berries, &c. It is easy of access by railroad and steamboat, is in the vicinity of schools and academies of a high order; in short, it contains all the advantages of city and country. The house is nearly new, in perfect order, and genteelly furnished and the furniture will be sold with the place if desired, together with cows, poultry, &c., &c., and immediate possession given. The above commands one of the most beautiful views on the river, and is well worthy the attention of gentlemen who wish to place their families at once in a quiet and charming home. For terms, &c., inquire of
THOMAS RUTHERFORD, Nos. 71 and 73 Worth-st.

FOR SALE—AN ELEGANT COUNTRY SEAT at Northampton, Mass., furnished or unfurnished, premises comprising from 40 to 50 acres of land beautifully diversified by groves, lawns, orchard, garden and forest; commanding a view of the Connecticut River and valley, Mount Tom and Mount Holyoke, etc. Mansion gothic in style and built in the best manner; barn one of the largest and best in Hampshire County. All the buildings less than five years old and in fine order. Gardener's cottage in connection with the premises. Much less than cost asked for the place and terms made easy. For particulars inquire of H. KIRKLAND, Esq., Northampton Court-house.

FOR SALE AT ORANGE, N. J.—A DWELLING house, gardener's house, carriage and green-houses, together with 26 acres of good land under a high state of cultivation, and well stocked with choice fruit and shade trees, shrubbery, &c. This property is situated on Prospect-st., between the thriving villages of Orange and Bloomfield, and within three or four minutes' walk of the Watsessing Station of the New-York and Bloomfield Railroad, and one mile from the Brick Church Station of the Morris and Essex Railroad. Possession given immediately. Apply to
J. B. CORNELL, No. 139 Centre-st. New-York.

FURNISHED COUNTRY RESIDENCE FOR sale, with over two acres of land, situated within one hour of the City, having a view of 35 miles of the Hudson river, accessible by cars and boats. House is large, nearly new, is finished in the best manner with all modern improvements; having been put in perfect order for owner's occupancy, no expenditure for repairs is required. The house is fully and expensively furnished; furniture will be sold with the premises if desired. The whole will be sold at a great reduction from cost. Apply to S. B. JANES, No 96 Broadway.

FOR SALE—TWO RESIDENCES BEAUTIFULLY situated on the west bank of the Passaic River, in the town of Belleville, Essex County, N. J., each with about 40 acres of land with 600 and 800 feet front; distant 3 miles from dépôt of the Erie Railroad, five from Newark and 10 from Jersey City. Terms easy. Apply to H. DUNCAN or I. S. VAN WINKLE, Belleville, to JOHN ANDREWS, No. 16 Exchange-place, Jersey City, or to T. W. SATTERTHWAITE, No. 61 William-st., New-York.

FOR SALE—A COUNTRY RESIDENCE AND fruit farm of 60 acres, one mile south of the City of New-Brunswick, N. J. The land is in fine order, eight acres in fruit trees, viz.: Choice varieties of cherry, peer, plum, apple and quince; 1½ acres in raspberries, 1 acre in grapes, all in full bearing; about 20 acres planted in wheat, corn, oats, and early and late potatoes and other vegetables. A very good 2½-story frame house 40 by 35 feet; good barn, stable, ice-house, (filled,) &c., &c. Terms moderate. Apply to WM. DUMONT, No. 4 Wall-st.

HOUSE TO LET AT FAIR HAVEN, N. J.—To let, for the Summer, the two-story frame house, with 2 parlors, 4 bedrooms on second floor, and an open attic, situated at Fair Haven, N. J., on the Shrewsbury River, within 5 minutes' walk of the steamboat landing. There is fine fishing, sailing and bathing on the river; daily communication with the City by steamboat and railroad. Rent for the season, $100. Apply to CHAS. JOBS, at Fair Haven Landing.

FOR SALE AT YONKERS—ON THE HUDSON, 2½ miles from the dépôt, a new and elegant mansion containing every convenience; together with 10 acres of land; also, coach-house, gas-house, ice-house, &c. This site, commanding a fine view of the river for 50 miles, is offered for less than the cost of the improvements. Coaches may always be had at the station. Apply to MANUEL T. BOLMER, near the premises.

FURNISHED MANSION TO LET OR FOR SALE—The splendid house and nine acres, at Mamaroneck, directly on the Sound with all the privileges of gardens, fishing boats, baths, stables vegetables and fruits, from July 1 to Nov. 1. Rent, $600. Apply to H. BRADLEY, No 1,241 Broadway, or DINGEE & BOLDEN, No. 8 Pine-st.

FOR SALE—A HANDSOME COUNTRY RESIDENCE; one of the most desirable places in the village; the house in the very best order; the barn and other outbuildings in perfect order, the garden stocked with choice fruit. Terms made to suit. Possession at any time. Inquire of Mrs. E. G. GILLESPIE, on the premises, White Plains.

FOR SALE OR EXCHANGE FOR NEW-YORK City property, a beautiful residence at Ravenswood, on the banks of the East River, within a few minutes' walk of the 34th-st. ferry and the steamboat landing; the house is nearly new, and is finished with all the modern improvements. For further particulars apply to JOHN McCLAVE, No. 1,241 Broadway, near 31st st.

COUNTRY PLACE FOR SALE—ON THE Hudson River, 30 miles from the City, one third of a mile from the dépôt. Good building; well fruited and watered, and grounds highly improved. Three-quarters of the purchase money can remain on bond and mortgage. Inquire of EDMUND COFFIN, No. 27 Nassau-st. Possession immediately.

ORANGE, N. J.—FIFTY FARMS, COUNTRY seats, village residences, and villa sites. A great variety, beautifully situated, within an hour's ride of New-York, for rent and for sale, by H. B. BLACKWELL, No. 50 William-st., New-York, 9 to 11 A. M.; No. 49 Main-st., Orange, 1 to 5 P. M.

FOR SALE AT TARRYTOWN.—A NEAT and convenient cottage, of eleven rooms, with one acre of ground, in garden, fruit and shade trees; near the dépôt; fine view. Price $3,000. Also, another small Cottage, near the dépôt; price $1,500. Apply to JOHN A. KENYON, No. 79 Nassau-st., New-York.

TO LET—PARTLY FURNISHED, IF DESIRED—A pleasant residence at New-Brunswick, N. J., within four minutes' walk of the railroad. Apply to WARREN HARDENBERG, New-Brunswick, or No. 58 Wall-st. Rent $300, including commutation ticket to New-York.

COUNTRY PLACE FOR SALE OR TO let, (furnished if required,) at Scarsdale 23½ miles from the City, on the Harlem Railroad, within five minutes' walk of the Station. Stone house and five acres of land. Apply to AUGUSTUS BLEECKER, No 83 Maiden-lane.

A COUNTRY RESIDENCE FOR SALE AT Rye, near Port Chester. Plenty of shade, fruit and spring water; one hour's ride from the City. Price low. Address EDWARD T. RILE, Port Chester, N. Y.

FARMS.

A FARM FOR SALE AT PLAINFIELD, N. J.—Contains 100 acres, 70 tillable, the balance woodland; a good house, large barn, stable, cow-house, &c. on the premises; furniture in the house and stock on the farm will be sold very low for cash. Parties wishing minute particulars will address J. R. S., Box No. 370 Newark, N. J., Post-office.
N. B.—Plainfield is situated on N. J. Central Railroad, and one hour from the City of New-York.

FOR SALE—A FARM ON THE LINE OF THE Northern Railroad of New-Jersey, 17 miles from New-York, and about 10 minutes' walk from Lower Closter dépôt, containing about 15 acres, with good house and other buildings. Churches and schools in the neighborhood. For further particulars, inquire of JOHN YATES on the premises, or of JAMES SAMPLE, No. 45 Catharine-st.

FRUIT AND DAIRY FARMS, ALSO COTTAGES and country seats, for sale and exchange in Westchester, Rockland and Orange Counties, and New-Jersey, near dépôts, churches and schools—several beautifully situated on the Hudson, with immediate possession. S. EDDY & CO., No. 51 Liberty-st.

FURNITURE.

ENAMELED FURNITURE,
HEAD-QUARTERS,
No. 277 Canal-st.,
Four doors east of Broadway.
WARREN WARD.

FURNITURE BOUGHT FOR READY MONEY.—A fair value given for furniture, carpets, books, &c., at No. 123 6th-av., between 9th and 10th sts.

REAL ESTATE FOR SALE.

BROOKLYN—FOR SALE.—THE BEAUTIFUL and valuable property located on Fulton and Classon-avs., extending through to Lefferts-st., being one of the most attractive and desirable residences in the vicinity of New-York or Brooklyn, and presenting great inducements to any gentleman in search of such advantages. The place comprises about [illegible] ordinary full-sized lots, beautifully wooded and laid out, with a large and elegant house in superb order, with stable and every accommodation on the premises, and the whole surrounded by stone wall, [illegible] thorough manner. For further information [illegible] mission to view the property, apply to [illegible] & CO., No. 3 Pine-st.

FOR SALE—[illegible] ACRES OF THE BEST PROPERTY in Brooklyn, located on 3d-av. and [illegible]-st., Greenwood, Bay Ridge and Hamilton-av. Cars pass the grounds every 10 minutes. This property must be seen to be appreciated. Apply to HOMER MORGAN, No. 3 Pine-st., New-York.

FOR SALE OR EXCHANGE—FIVE NEW elegant brown-stone houses on 50th st., with all modern improvements; neighborhood select; would exchange for City or Brooklyn lots, or good country property. Apply to J. J. SMITH & CO., No. [illegible] 3d-av., or A. M. BURR, Esq., No. 18 Wall-st.

FOR SALE OR EXCHANGE—ALL DESCRIPTIONS of real estate in City and country, [illegible] a choice selection of farms, building sites and country residences, with fine river views; locations healthy, and accessible to New-York by railroads and steamboats. S. SEYMOUR, No. 21 Pine-st.

FOR SALE—ON EASY TERMS, A THREE-story brown house in East 31st-st., near 4th-av., in perfect order. Apply to E. F. DELANCEY, Counsellor at Law, Nos. 8 and 10 Pine-st.

TO LET.

TO LET WITH STEAM POWER—THE whole or part of the third-story of the new [illegible] building Nos. 133, 135 and 137 Bank-st., being [illegible] 60x100 feet, with light on every side. [illegible] immediately. For particulars apply to [illegible] MAN, on the premises, or to GULIAN [illegible], No. 17 Park-place.

TO LET—THE FIRST FLOOR OF HOUSE CORNER of Houston and Thompson sts., containing three rooms, butler's pantry, dumb waiter gas and fixtures complete, water throughout, back basement, range, two large rooms on the fifth floor. Inquire of JOHN [illegible] KINNIER, No. 3 Varick-place.

TO LET—THE WHOLE OR PART OF THE DEsirable house No. 51 West 10th-st., corner Waverley-place; large yard, gas and bath, all in good order. Rent $600 a year from July 1. Apply at house, or of J. H. BALDWIN, No. 63 Maiden-lane.

STEAM POWER TO LET—AT THE EMPIRE Works, foot of East 24th st.; rooms large, and vacant lots adjoining for saw or rolling mills, &c.; engines [illegible] horse power. Lot of machinists' tools for sale.

STORE TO LET—CORNER THIRTY-FOURTH-st. and 10th-av.; an excellent stand for business, and part dwelling. Inquire of D. H. BROWN, on the premises.

NO. 70 GREENE-STREET—NOW BEING REBUILT, will be finished to suit respectable parties. The plans can be seen by applying at No. 60 Wall-st., Room No. 27, between the hours of 12 and 3 P. M.

OFFICES TO LET IN THE BIBLE HOUSE.—Desirable offices in the Bible House, Astor-place; also, a suite of three offices, fronting on 3d-av. These offices are all heated without extra charge.

TO LET—TWO DESIRABLE LAW OFFICES ON the 4th floor of the *Times* Building. Apply to GALE, COIT & HARRIS, same building.

RAILROADS.

NEW-YORK AND HARLEM RAILROAD.—FARE $3 TO ALBANY.—On and after Monday, June 25, 1860, trains will leave 26th-st. station, New-York, as follows: For Williams' Bridge and all way stations, 7:40 and 11 A. M., and 2:30 P. M.; for White Plains, and all way stations, 3:30, 6 and 8 P. M.; [for White Plains and all way stations, 6:15 P. M., from White-st., Dépôt;] for Croton Falls 8:15 A. M., stopping at Williams Bridge and stations above; for Dover Plains, 4:30 P. M., stopping at White Plains and stations above; this train runs to Millerton Saturday evenings; for Albany, 10:15 A. M., Express Mail Train, stopping at White Plains, Bedford, Croton Falls, and stations north. Returning, will leave Williams Bridge, stopping at all way stations, 6:40 and 9 A. M., and 1 P. M.; White Plains, stopping at all way stations, 5 and 7 A. M., 4:15 and 7 P. M.; Dover Plains, 6 A. M., stopping at all stations north of Fordham; this train leaves Millerton every Monday morning at 3:25 A. M.; Croton Falls, 5 P. M., stopping at all stations north of Fordham; Albany, 9 A. M., stopping at all stations north of White Plains.
JOHN BURCHILL, Asst. Supt.

HUDSON RIVER RAILROAD.—FOR ALBANY AND TROY, CONNECTING WITH TRAINS NORTH AND WEST.—From MONDAY, April 30, 1860, Trains will leave Chambers-st. Station as follows: Through Express Trains, 7 and 11 A. M. and 5 P. M.; Albany Mail, 6 A. M.; Sleeping Car Train at 9:30 P. M. (Sundays included;) Way Trains for Sing Sing, 9:45 A. M. and 4:15 and 7 P. M.; for Poughkeepsie, 1:15 and 3:20 P. M.; for Tarrytown, 3:35 and 10:45 P. M.; for Peekskill, 5:30 P. M.; from 31st-st.—Buffalo and Northern Lightning News Train, 3:20 A. M.; Emigrant, 6:15 P. M. Passengers taken at Chambers, Canal, Christopher and 31st sts. Trains for New York leave Troy at 4:45 (Sundays included) and 8:45 and 10:10 A. M., and 3:45 and 6:05 (Sundays included,) and 8:30 P. M., and Albany about half an hour later. A. F. SMITH, Superintendent.

HUDSON RIVER RAILROAD.—SUMMER PLEASURE TRAVEL.—Five daily trains (Sundays excepted) for LAKE MAHOPAC, WEST POINT, CATSKILL MOUNTAINS, LEBANON SPRINGS, SHARON SPRINGS, RICHFIELD SPRINGS, TRENTON FALLS, NIAGARA FALLS, LAKE GEORGE, WHITE MOUNTAINS, MONTREAL and QUEBEC. Elegant saloon cars for families to SARATOGA SPRINGS, without change of cars. Baggage checked through, and tickets sold at Company's Dépôts, Chambers-st. and 31st-st. For particulars as to trains, see Time Tables.

NEW-YORK AND ERIE RAILROAD.—Dunkirk Express at 7 A. M. for Dunkirk, Buffalo and Canandaigua, and principal stations; Mail, at 8:15 A. M., for Dunkirk and intermediate stations. This train remains over night at Elmira. Way, at 3:45 P. M., for Middletown, Newburgh and intermediate stations. Night Express, daily, at 5 P. M., for Dunkirk, Buffalo, Canandaigua, and principal Stations. The Train of Saturday stops at all Mail-train Stations, and runs only to Elmira.
CHAS. MINOT, General Superintendent.

RAILROAD TO LONG BRANCH, N. J.—RARITAN AND DELAWARE BAY RAILROAD.—Until the 1st of July next the steamboat [illegible] will leave Robinson st. wharf (north side) EVERY DAY, except Sundays, at 6¾ A. M. and 3½ P. M. for Port Monmouth, thence by railroad to Long Branch, stopping at all intermediate towns. Leave Long Branch at 7½ A. M. and 6 P. M. After July 1, three trains will be run daily each way.

MORRIS AND ESSEX RAILROAD.—Trains leave Cortlandt-st. for Schooley's Mountain, Budd's Lake, and Lake Hopatcong, at 8:30 A. M. and 3:30 P. M. After June 30, Saturday Express train, at 5:10 P. M.; returning, leaves Hackettstown on Mondays, at 6 A. M.; arriving in New-York at 9:35.

NEW-JERSEY RAILROAD—FOR PHILADELPHIA AND THE SOUTH AND WEST, FROM JERSEY CITY—Mail and Express Line. Leaves New-York at 7, 9 and 11 A. M.; 4 and 6 P. M., fare $3; 12 M., fare $2 25. Through baggage checked in 7 A. M. and 6 P. M.

LONG ISLAND R. R.—TRAINS LEAVE SOUTH Ferry, Brooklyn, for Greenport, at 10 A. M. and 3:30 P. M.; North Islip, 10 A. M., 3:30 and 5:35 P. M.; Syosset, 12 M. and 4:30 P. M.; Hempstead, 10 A. M., 12 M., 4, 4:30, and 5:35 P. M.; Jamaica, 10 A. M., 12 M., 4, 4:30, 5:35 and 6:45 P. M.

HOUSE FURNISHING GOODS.

MASSER'S
FIVE MINUTE
ICE CREAM FREEZERS,
As Improved for 1859.
WITH STAMPED IRON COVERS AND BOTTOMS—TINNED.
The only Freezer known which is constructed on true Scientific principles.
The Cheapest, Best and most Economical; requiring less ice and less labor than any other, being at the same time the most durable in structure, and most certain in its operations.
Sole Agent for the United States,
E. KETCHAM & CO.,
Manufacturers of Japanned and Planished Tin Ware,
No. 289 Pearl-st., New-York.

THE OLD JAVA COFFEE POT.
HOTEL COFFEE BOILER—BARTLETT'S Patent—is decidedly the best coffee pot in use. By its peculiar, yet simple construction, it preserves and distils the rich aroma, and thus secures the full flavor of the coffee, thereby making better coffee with one-third less.
The highest premium, a silver medal, was awarded the Old Java Coffee Pot, by the American Institute, 1859. Call and examine, or send for a circular.
BARTLETT & LESLEY, Manufacturers, 426 Broadway.

THE POLAR REFRIGERATOR,
With FILTER and WATER-COOLER combined,
Is the best self-ventilating Provision Preserver
In the World.
BARTLETT & LESLEY,
Sole Manufacturers,
No. 426 Broadway, New-York.

STOP AND REFLECT BEFORE YOU waste your money in purchasing a poor article. GRIFFIN & ROWE'S Patent Ice Breakers are recommended by all who have used them; they save their cost in ice, and do not injure the refrigerator. Take one home and try it. For sale by all hardware and house-furnishing stores. Manufactured by
F. STEVENS, No. 215 Pearl-st.

REMOVALS.

JUNE 27TH.
EDWARD LAMBERT & CO.
HAVE REMOVED
THEIR WHOLESALE BUSINESS
TO
Nos. 380 and 382 BROADWAY,
Corner of White-st.

WOOD BROTHERS
Have removed to
No. 396 BROADWAY.
In directing notice to their removal
WOOD BROTHERS
Beg to call attention to their large variety of Open Carriages, of new designs made expressly for Central Park and watering-place driving, with great regard to elegance, comfort, lightness and strength.

This stock is superior to any ever before presented to the public, and well worthy the inspection of those who desire an article beautiful in design and finish, unexceptionable in taste, and reliable in construction.

Drawings and specifications will be furnished to persons at a distance on application by letter.

WINES AND LIQUORS.

LONGWORTH'S STILL CATAWBA.
IN HALF-PINT BOTTLES,
FOR RESTAURANTS, ETC.
FREDERICK A. COZZENS,
Sole Agents, No. 73 Warren-st.

FINANCIAL.

BROWN BROTHERS & CO.,
NO. 59 WALL-ST.,
NEW-YORK,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS FOR USE IN THIS COUNTRY AND ABROAD.

DUNCAN, SHERMAN & CO.,
BANKERS,
CORNER PINE AND NASSAU STS., NEW-YORK,
ISSUE
CIRCULAR NOTES AND LETTERS OF CREDIT for travelers, available in all the principal cities of the world.

AMERICAN ZOOLOGICAL AND BOTANICAL SOCIETY.—Books for subscription to the capital stock of $[illegible], in shares of $[illegible] each, in the American Zoological and Botanical Society, will be opened on MONDAY, June 4, at the office of the Treasurer, Wilson G. Hunt, No. [illegible] [illegible], and at the office of Duncan, Sherman & Co., corner Pine and Nassau sts., and continue open from day to day until further notice. Ten per cent. will be required in cash, the balance to be paid to the Treasurer on demand, when ordered by the Council.
WILSON G. HUNT,
WATTS SHERMAN,
ROBERT L. STUART.

JOHN MUNROE & CO.,
AMERICAN BANKERS,
NO. 5 RUE DE LA PAIX, PARIS,
AND
NO. 8 WALL-STREET, NEW-YORK,
Grant LETTERS OF CREDIT for Mercantile purposes. Also, CIRCULAR LETTERS OF CREDIT on the principal towns and cities of EUROPE. Also on Alexandria, Cairo, Beyrout, Jerusalem, Algiers, &c., &c. Bills on Paris, and Sterling Bills, in sums to suit.

CITIZENS' SAVINGS BANK,
12 Avenue A, between 1st and 2d sts. Open daily, from 9 A. M. to 1 P. M., and from 5 to 8 P. M. Six per cent. interest paid on sums of $500 and under, and 5 per cent. on larger amounts. Interest commences July 1. All deposits made on or before the 16th of July, will draw interest from July 1.
GEORGE FOLSOM, President.
S. A. BUNCE, Cash. and Sec.

ATLANTIC SAVINGS BANK,
No. 3 New Bowery, corner Chatham st., Open daily from 10 to 2 and 4 to 7 P. M. Six per cent. interest allowed. All sums deposited on or before July 20, draw interest from July 1. Money to loan on bond and mortgage.
M. D. VAN PELT, President.
J. P. COOPER, Secretary.
CHARLES D. BAILY, Treasurer.

CALIFORNIA BONDS.
INTEREST COUPONS of CALIFORNIA State and SAN FRANCISCO City Bonds bought, or collected on favorable terms, by
L. S. LAWRENCE & CO.,
Bankers, No. 164 Nassau-st.

ALBERT H. NICOLAY,
AUCTIONEER AND STOCK BROKER,
No. 52 William-st. INSURANCE STOCK and other securities at private sale. STOCKS and BONDS bought and sold at the Brokers' Board. Price current issued semi-monthly.

NOTICE.—TO THE FIRST MORTGAGE BOND-holders of the New-Orleans, Jackson and Great Northern Railroad Company: Notice is hereby given that in accordance with a resolution of the Board of Directors of the New Orleans, Jackson and Great Northern Railroad Company, adopted April 21, 1857, creating a sinking fund, proposals will be received at the office of said Company, in New-Orleans, La., up to the last day of June next, inclusive, for the purchase of First Mortgage Bonds of the Company to the amount of fifty thousand dollars. On the day above named, the bids in the form of sealed proposals will be opened by the Board of Directors and purchases made to the above-named extent, (payable in dollars at the Citizens' Bank of Louisiana,) from those whose bids are most favorable to the Company, the Board reserving the right to reject all bids over par if they deem proper.
RICHARD S. CHARLES, Treasurer.

NOTICE.—THE HOLDERS OF THIRD MORTGAGE Sinking Fund Bonds of the La Crosse and Milwaukee Railroad Company, who have not executed and become parties to the deed of organization of the Milwaukee and Minnesota Railroad Company, and who have not paid the assessment of one per centum levied by said last-mentioned Company, by resolution of the 28th of May, 1859, and of which notice has been heretofore duly given, are hereby notified that by resolution of the 18th day of June inst., they are required to pay their said assessments to D. W. Keyes Treasurer, at the City of Milwaukee on or before the 1st day of August next, or their Bonds and all interests and rights to Stock in said Milwaukee and Minnesota Railroad Company, in virtue of said Bonds will become forfeited. By order of the Board. D. W. KEYES, Secretary.
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MARINER'S SAVINGS BANK—NO. 1 THIRD-avenue. Open daily from 9 A. M. to 2 P. M., and on MONDAY, WEDNESDAY and SATURDAY EVENINGS from 5 to 8 o'clock. Interest at the rate of six per cent. allowed on deposits of $500 and under and at the rate of 5 per cent. on sums over $500. Deposits made on or before the 1st of July will bear interest from the 1st of July.
THOMAS B. STILLMAN, President.
ISAAC T. SMITH, Secretary.

OFFICE OF TRUSTEES OF DUBUQUE AND PACIFIC R. CO., No 44 EXCHANGE-PLACE, N. Y., June 28, 1860. }
THE STOCKHOLDERS, BONDHOLDERS and creditors of the Dubuque and Pacific Railroad Company are hereby notified that a meeting of all interested will be held at this office on FRIDAY, the 6th day of July next, at 1 o'clock P. M. The object of this meeting will be to propose a reorganization of the Company, and it is important that a full attendance should be had. A. B. SMITH, Secretary.

IRVING SAVINGS INSTITUTION, NO. 96 Warren-st. Interest allowed at the rate of 6 per cent. on sums from $1 to $500, and 5 per cent. on sums over that amount. Open daily from 10 A. M. to 2 P. M., also on Monday, Thursday and Saturday evenings from 4 to 7 P. M. N. B.—Money to loan on Bond and Mortgage.
JOHN CASTREE, President.
VANDERBILT L. BUXTON, Secretary.

NEW-YORK PRODUCE EXCHANGE CO.—The subscribers to the stock of this Company are hereby notified that a 2d installment of twenty per cent. has this day been called for by resolution of the Board of Trustees, payable on or before the 2d July, at the office of the Treasurer. WILLIAM H. NEWMAN, No. 78 Pearl-st.
SAMUEL C. PAXSON, President.
EDWARD CROMWELL, Secretary.
NEW-YORK, June 22, 1860.

PRESIDENT'S OFFICE, HUDSON RIVER RAILROAD, NEW-YORK, June 26, 1860. }
HOLDERS OF SECOND MORTGAGE Bonds of this Company who have not availed themselves of the proposals of Dec. 16 last for extending the same, will please do so without delay. Those holders who do not intend doing so, will oblige the Company by giving the undersigned notice at their earliest convenience. SAMUEL SLOAN, President.

NEW-YORK CENTRAL RAILROAD COMPANY—Treasurer's Office, Albany, June 21, 1860.—$100,000 of 5½ per cent. State Stock issued in aid of the construction of the Auburn and Rochester Railroad, under Chapter 195 of the Laws of 1840 payable on the 1st day of August next, will be redeemed by this Company, at maturity on the surrender of the respective certificates to Messrs DUNCAN, SHERMAN & CO the Transfer Agents for said Stock in the city of New-York. The interest on said Stock will cease at the date of its maturity. GILBERT L. WILSON, Treasurer.

LA CROSSE AND MILWAUKEE LAND-GRANT BONDS.—The holders of the first issue of the Land-Grant Bonds of the La Crosse and Milwaukee Railroad Company are requested to call, or send their address, with the number of bonds held by them, numbered from 1 to 2,500, to FRANCIS RANDALL, No. 33 Wall-st., where information respecting their interests can be obtained.

FLORIDA INTEREST OF 1st JULY, 1860.—The Interest Coupons of 1st proximo upon the Bonds of the State of Florida, and upon the Seven per Cent. Bonds of the Pensacola and Georgia Railroad Company, will be paid at the office of Messrs. H. MEIGS, Jr., & SMITH, No. 39 William-st.
CHARLES H. AUSTIN, Treasurer of Florida.

OFFICE OF JOLIET AND CHICAGO RAILROAD COMPANY, CHICAGO, June 22, 1860. }
THE SEMI-ANNUAL INTEREST ON THE Bonds of the Joliet and Chicago Railroad Company, due July 1, 1860, will be paid on presentation of the proper coupons at the office of M. K. JESUP & CO., No. 44 Exchange-place, on and after July 2.
GEO. BARNET, President.

TREASURER'S OFFICE, MISSOURI. CITY OF JEFFERSON, June 20, 1860.
NOTICE.—HOLDERS OF MISSOURI STATE Bonds, are hereby notified that the semi-annual interest falling due thereon, on the 1st of July proximo, will be promptly paid at the Bank of Commerce in New York. A. W. MORRISON, State Treasurer.

NOTICE.—STATEN ISLAND RAILROAD COMPANY.—The coupons on the First Mortgage Bonds of the Staten Island Railroad Company, maturing July 1 1860, will be paid on and after that date at the office of the Company, No. 2 Bowling-green, New-York.
B. KREISCHER, Treasurer.

FARM MORTGAGE BONDS.—THE HOLDERS of Farm Mortgage Bonds issued to the various railroads in Wisconsin are requested to call at the office of the Milwaukee and Mississippi Railroad Company, No. 29 William-st., Room No 4, where information pertaining to their interest may be obtained.

CITY OF QUINCY, ILL.—THE INTEREST due 1st July next, in this City, on the Bonds of the City of Quincy, Ill., will be paid on and after that date, on presentation of the proper coupons at our office, No. 104 Broadway. ATWOOD & CO.
NEW-YORK, June 26, 1860.

NOTICE.—HOLDERS OF THE COUPONS OF the first mortgage bonds of the Ohio and Mississippi Railroad Company, (Eastern Division,) due 1st July, 1860, are requested to present them on and after the 2d prox., at the office of BARCLAY & LIVINGSTON, No. 24 Beaver-st.

PHENIX BANK, NEW-YORK, June 28, 1860.
ELECTION.—THE ANNUAL ELECTION FOR Directors of this Bank, and for Inspectors of the next annual election, will be held at the Bank on TUESDAY, July 10, 1860. Polls open from 12 to 1 o'clock.
P M. BRYSON, Cashier.

NEW-YORK AND HARLEM RAILROAD COMPANY—TREASURER'S OFFICE, CORNER OF 4TH-AV. AND 26TH-ST., NEW-YORK, June 29, 1860.—Interest Coupons of the Third Mortgage Bonds, and Bonds of 1872, will be paid at the Treasurer's Office on and after MONDAY, July 2. W. H. EMERSON, Treasurer.

STARK COUNTY, OHIO, BONDS MATURING July 1, 1860 Nos. 1 to 30, and the July Coupons of Bonds Nos. 1 to 98, will be paid on and after that date at the office of READ, DREXEL & CO., No. 40 Wall-st.

IOWA INTEREST.—THE INTEREST DUE 1ST proximo on the Bonds of the State of Iowa, will be paid on and after that date, upon presentation of the proper Coupons at our office, No. 104 Broadway.
NEW-YORK, June 23, 1860. ATWOOD & CO.

THE COUPONS OF THE JACKSON COUNTY, Ohio, bonds due July 1, 1860, will be paid at the Ocean Bank after that date.
CHAS. PALMER, Assistant Cashier.

SACRAMENTO VALLEY RAILROAD CO.—The Coupons due 1st of July 1860, on $400 000 First Mortgage Bonds of that Company will be paid after that day at the office of SCHUCHARDT & GEBHARD.

CALIFORNIA FUNDS AND COUPONS bought or collected by A. BELMONT & CO., No. 50 Wall-st.

COUPONS DUE JULY 1, 1860, ON STATE of Minnesota Eight Per Cent Bonds will be paid by CLARK, DODGE & CO., No. 51 Wall-st.

FINANCIAL.

AUGUST BELMONT & CO.,
BANKERS, No. 50 Wall-st.,
Issue letters of credit to travelers, available in all parts of the world, through the Messrs. ROTHSCHILD, of Paris, London, Frankfort, Vienna, Naples, and their correspondents.

L. S. LAWRENCE & CO.,
BANKERS NO. 164 NASSAU-ST.,
Draw Exchange on San Francisco in large or small amounts, on liberal terms.

NEW-ORLEANS AND MOBILE FUNDS bought by AUGUST BELMONT & CO. 50 Wall-st.

DIVIDENDS.

BANK OF AMERICA.
The President and Directors of the BANK OF AMERICA have this day declared a dividend of Three and a half per cent. for the current six months ending 30th inst., which will be paid to the stockholders on and after Monday, the 2d day of July next.
The transfer books will remain closed from this date until the 6th day of July.
(Signed) W. L. JENKINS, Cashier.

OFFICE OF THE MERCANTILE FIRE INSURANCE COMPANY,
No. 65 Wall st.
NEW-YORK, June 25, 1860.
The Board of Directors have this day declared a dividend of Six Per Cent. (6,) for six months, payable on and after July 2. JOHN BAKER, Secretary.

EAST RIVER SAVINGS BANK, NO. 3 CHAMBERS ST., June 12, 1860.
DIVIDEND.—The Depositors are hereby notified that a SEMI-ANNUAL DIVIDEND, at the rate of SIX PER CENT per annum on all sums of $500 and under, and five per cent on all sums over that amount, which have been deposited at least three months previous to the FIRST OF JULY, will be allowed to depositors, payable on and after the 16th of July, during the hours of business at the Bank.
All interest not called for will remain as principal, and draw interest from the 1st of July. Bank open daily from 10 A. M., to 2 P. M., and on Thursdays from 2 to 7 o'clock P. M.
Interest will be allowed on all sums deposited on or before Thursday, the 12th of July, the same as if deposited on the 1st. PETER H. TITUS, President.
C. A. WHITNEY, Secretary.

ILLINOIS AND MICHIGAN CANAL DIVIDEND No. 9.—The Board of Trustees of the Illinois and Michigan Canal have, by resolution dated June 11, 1860, ordered a dividend of Five per Cent. to be paid for the year 1859, on account of the principal of the Illinois and Michigan Canal Registered Bonds and Canal indebtedness.
The payment of the Dividend will be made by the Treasurer at No. 160 Front-st. in the City of New-York, on and after the 1st Monday of July, 1860.
The Bonds and Certificates of indebtedness must be presented to the Treasurer at the time of payment, in order that said payment may be endorsed thereon.
WILLIAM H. SWIFT,
HENRY GRINNELL,
Trustees I. & M. Canal.
Illinois and Michigan Canal Office, June 11, 1860.

WESTERN VERMONT RAILROAD.—A Dividend of Ten-and-a-half per cent. on the First Mortgage Bonds of the Western Vermont Railroad (computed on the principal) will be paid by the Trustees at the Mechanics' Bank, New-York, on and after the 2d of July, 1860, to bondholders or their order. Presentment of Bonds proved under the recent order of the Vermont Court of Chancery will not be required. Bonds not so proved must be presented and proved before George W Harmon, esq., Special Master, at Bennington, Vt., to entitle the holders to payment of dividend.
June 25, 1860. SHEPHERD KNAPP, GEORGE BRIGGS, } Trustees.

OFFICE OF THE PANAMA RAILROAD COMPANY—Tontine Buildings, No. 88 Wall-st New-York, June 22, 1860.—The Board of Directors of this Company have this day declared a dividend of 6 per cent. out of the earnings of the Road for the six months ending 30th inst., payable to Stockholders or their legal representatives, on and after the 2d July. The transfer books will be closed from June 25 to the morning of July 3. AUGUSTUS HOFFMAN, Treasurer.

AT A MEETING OF THE BOARD OF DIRECTORS of the NEW-JERSEY ZINC COMPANY, held the 11th day of June, 1860, a semi-annual dividend of four per cent. was declared on common and preferred stock, payable on and after the 3d day of July next, at the Transfer office of the Company, No. 165 Washington-st., New-York. The transfer books will be closed from the 16th instant to 3d proximo.
A. H. FARLIN, Treasurer and Secretary.

52ND DIVIDEND BROOKLYN FIRE INSURANCE COMPANY.—At a meeting of the Directors, held THIS DAY, it was resolved that a Dividend of TEN (10) per cent. be paid upon the capital stock of the Company, on and after July 2, out of the profits of the last 6 months, leaving a balance of said earnings, 5 5-8 per cent., which is added to the surplus fund. The Transfer Book will be closed to said date.
By order of the Board.
June 18, 1860. WM. F. LEGGETT, Secretary.

ATLANTIC BANK OF BROOKLYN—DIVIDEND.—A semi-annual dividend of 5 per cent. on the capital stock of this Bank has been declared out of the profits for the six months ending the 30th instant, payable on and after Monday, the 2d day of July next. The transfer books will be closed until the day of payment. By order of the Board.
WM. C. RUSHMORE, Cashier.

NEW-YORK, PROVIDENCE AND BOSTON RAILROAD COMPANY.—The Board of Directors have this day declared a semi annual dividend of 2½ Per Cent., payable at the office of Morgan & Sons, on TUESDAY, July 30. The transfer books will be closed until the 5th July.
W R. PALMER, Jr., Secretary.
NEW-YORK June 28 1860.

DIVIDEND.—PEOPLE'S BANK, NEW YORK, June 26, 1860.—A semi-annual dividend of three and one half per cent. (3½) on the Capital Stock of this Bank has been declared out of the profits of the current six months, payable on and after the 6th of July next. The Transfer Books will be closed from the 26th inst., until the day of payment. By order of the Board
G. W. LEAKE, Cashier

BROADWAY BANK, NEW-YORK, June 20, 1860.
TWENTY-FIRST DIVIDEND.—A SEMI-annual Dividend of FIVE (5) PER CENT on the capital stock of this Bank, out of the profits of the current six months, will be paid on and after the 2d July ensuing. The transfer books will be closed from the 26th inst. until the day of payment. By order of the Board. J. L. EVERITT, Cashier.

BANK OF NEW-YORK.—THE BOARD OF DIRECTORS of the Bank of New-York have this day declared a dividend of Three (3) per cent. on the capital stock of the Bank for the current six months payable to the stockholders on and after the 2d of July. The transfer books will be closed from this date until July 5th. W. S. MEEKER, Cashier.

EIGHTEENTH DIVIDEND.—IRVING BANK, NEW-YORK June 22, 1860.—By order of the Board of Directors a dividend of Three and One half per cent. (3½) will be paid the stockholders of this Bank payable on and after the 2 day of July. The transfer book will be closed to that day.
DANL. V. H. BERTHOLF, Cashier.

DIVIDEND.—CONTINENTAL BANK, NEW-YORK, JUNE 23, 1860.—A dividend of Three and a Half per Cent. (3½) on the Capital Stock of this Bank from the net earnings of the past six months will be paid the Stockholders on and after the 11th day of July proximo. The Transfer Books will be closed from the 1st to the 11th of July inclusive. B. F. WARNER.

DIVIDEND.—PARK FIRE INSURANCE COMPANY, NO 237 BROADWAY NEW-YORK, JUNE 25, 1860.—The Board of Directors of this Company have declared a semi-annual dividend of Ten (10) per cent. payable on and after July 2 next.
The Transfer Books will be closed until after that date. WM JAFFRAY, Secretary.

MERCHANTS' EXCHANGE BANK, IN THE CITY OF NEW-YORK, June 26, 1860. }
DIVIDEND.—A SEMI-ANNUAL DIVIDEND OF three and one half per cent. (3½) on the capital stock of this Bank has been declared from the profit of the current six months, payable on or after 2d day of July next. By order, E. J. OAKLEY, Cashier.

METROPOLITAN BANK, NO 108 BROADWAY, NEW YORK JUNE 24 1860.—DIVIDEND.—The Directors of the Metropolitan Bank have, this day, declared a semi annual dividend of 4 (Four) per cent, payable on and after Monday, 2d July next. The transfer books will be closed from this date until 3d July prox. By order. GEO I. SENEY, Cashier.

OFFICE OF THE ANCHOR INSURANCE COMPANY—No. 32 Pine st, New-York, June 20, 1860.—An interest dividend of 7 per cent. per annum, 1st July, will be paid on the preferred stock, on the 10th July, and on the redeemable stock on the 16th July. Transfer books closed from 30th inst. to the dates of payment respectively.
H. ONDERDONK, Secretary.

OFFICE OF THE COMMONWEALTH FIRE INSURANCE CO., No. 6 Wall-st., New-York, June 21, 1860. }
DIVIDEND.—THE BOARD OF DIRECTORS have this day declared a semi-annual dividend of SIX PER CENT., payable on and after the 2d day of July. The Transfer Books will be closed until that date.
GEO. T. HAWS, Secretary.

TRADESMEN'S BANK, NEW-YORK, June 19, 1860. }
DIVIDEND.—A SEMI ANNUAL DIVIDEND OF four per cent on the Capital Stock will be paid to the stockholders on and after the 2d day of July, proximo. By order of the Board
RICHARD BERRY, Cashier.

MECHANICS' AND TRADERS' BANK, JERSEY CITY, June 27 1860. }
DIVIDEND.—THE FOURTEENTH SEMI-ANNUAL Dividend of four per cent. on the capital stock of this Bank will be paid to the stockholders on and after the 5th day of July next. By order of the Board.
J. S. FOX, Cashier.

HANOVER BANK, NEW-YORK, June 27, 1860.
DIVIDEND.—THE BOARD OF DIRECTORS have this day declared a semi annual dividend of three and one-half per cent on the Capital Stock, payable on and after the 7th day of July next. By order.
THOS. L. TAYLOR, Cashier.

BANK OF NORTH AMERICA, NEW-YORK, June 23, 1860. }
DIVIDEND.—A DIVIDEND OF THREE AND A half (3½) per cent. has been this day declared payable on Monday, July 9. The Transfer Books will be closed till that date. T. SEYMOUR, Cashier.

GROCERS' BANK, NEW-YORK, June 27, 1860.
DIVIDEND.—A DIVIDEND OF THREE AND ONE HALF PER CENT. has this day been declared, payable to the Stockholders on and after the 2d day of July next. By order of the Board.
SAMUEL B. WHITE, Cashier.

BANK OF THE COMMONWEALTH—NEW-YORK JUNE 22, 1860.—The Board of Directors of this bank have declared a dividend of three and a half per cent., out of the profits of the past six months, payable to the stockholders after the 1st of July next.
GEORGE ELLIS, Cashier.

CHATHAM BANK DIVIDEND.—THE BOARD of Directors have declared a dividend of Three and a half (3½) per Cent out of the profits of the past six months, payable on and after 5th July.
O. H. SCHREINER, Cashier.

BANK OF COMMERCE, IN NEW-YORK.—DIVIDEND.—A semi annual dividend of Three and a Half per Cent. on the capital stock of this Bank has been declared, payable on and after July 2.
H. F. VAIL, Cashier.

4 SECOND-HAND SAFES, WILDER'S AND Herring's Patents; also two large jewelers' safes, for sale low by QUIRK BROS., No 98 Maiden-lane, N. Y., AGENTS FOR FAIRBANKS' SCALES.

MEDICAL.

OAK ORCHARD ACID SPRINGS.
These Springs are situated in the valley of the Oak Orchard Creek, in the town of Alabama, Genesee Co., N. Y., eight miles south of the village of Medina, on the Erie Canal, and fourteen miles from Batavia.
The principal Acid springs are three in number; besides these there are six others. They are all located within a circuit of about fifty rods. The medicinal qualities of the waters are fully shown in the subjoined testimonials. They contain a very large amount of Sulphates, Sulphuric Acid, Sulphate of Lime, and Proto-Sulphate of Iron. The great medicinal virtues possessed by the waters depend very largely upon the presence, in such unusual quantities, of these curative substances.
Hundreds of cases of disease, especially those resulting from the scrofulous diathesis, have been cured by their use.
In skin diseases—even in confirmed leprosy—the waters have been signally successful.
Opinions of medical and scientific gentlemen are given in the circulars. The following eminent gentlemen speak in strong terms of the medicinal value of these waters:—Prof. EMMONS T. ROMEYN BECK, M. D., of Albany; JAS. McNAUGHTON, M. D., of Albany; EDWARD SPRING, M. D., of NEW-YORK; Dr. R. CAMPBELL of Pittsfield Mass.; Dr. J. S. SHULER, of Lockport, N. Y. They recommend the waters confidently. Dr. Spring refers to a case of chronic diarrhoea of several years' standing, which was cured by the use of the water. Dr. Beck says: "I am satisfied that these waters are highly valuable as medicinal agents." Dr. Campbell says: "They must be highly beneficial for all chronic diseases of the stomach and bowels."
Dr. S. P. WHITE read a paper on the subject of these Waters, before the Academy of Physicians, in the City of New-York, in which he states that the Waters possess decided tonic, refrigerant, and astringent properties; and that the class of diseases to which they are more particularly adapted are: Chronic affections of the digestive and urinary organs, and some of the cutaneous diseases; chronic dyspepsia; chronic diarrhoea; chronic dysentery; chronic diuresis, chronic cystitis; diabetes; cases of passive hemorrhage, such as Purpura hemorrhagica, and the colliquative sweats of Hectic Fever. The Water may also be often used with advantage, he says in cases of low typhoid fevers; in convalescence from protracted fevers, to excite the appetite and promote digestion; in diarrhoea, particularly such as are dependent on a relaxed or ulcerated state of the mucous membrane of the intestines. In calculous affections of lithiasis, attended with phosphatic sediments, it is the suitable remedy, being preferable to muriatic acid, as being more solvent, and less apt, by continued use, to disorder the stomach. In febrile diseases it can be used, properly diluted, as a refrigerant to diminish thirst and preternatural heat. In skin diseases—in those forms of dyspepsia connected with an alkaline condition of the stomach as in pyrosis, or water-brash, it will prove better than hydrochloric acid. In cases of Colica pictonum and other injurious consequences arising from the action of lead, this water will prove to be an admirable antidote. In chronic pharyngitis, laryngitis, chronic mucous catarrh, and humid asthma, chronic ophthalmia, (externally,) as a gargle in ulcerated sore throats, in cases of salivation, and in leucorrhoea and gleet; and also in piles.
When taken internally, a wine-glassful of the Water, diluted, taken three times a day, is sufficient for an adult.
Other testimonials from physicians, and other respectable individuals, may be seen on application to the Agent.
Dealers supplied on liberal terms.
No Water genuine unless procured from
H. W. BOSTWICK, Sole Agent,
Metropolitan Hotel Buildings,
No 574 Broadway, New-York.
Sold also by HEGEMAN & CO., Nos. 161, 399, 511, and 756 Broadway, and by THOS. T. GREEN, corner 14th-st. and Broadway.

TRIESEMAR.
COUNTERPARTS OF THE PATENT IMPERIAL, EUROPEAN and COLLEGIATE SEALS upon each wrapper around TRIESEMAR Nos. 1, 2, and 3 and every package is accompanied by a book of 124 pages, replete with the most invaluable information. To be had, wholesale and retail from Dr. H A. BARROW, No. 194 Bleecker-st., (four doors from Macdougal-st.) New-York, where he may be confidentially consulted, as usual, from 11 till 2, and from 4 till 8 in the evening; on Sundays from 11 till 2. Triesemar No 1 effectually removes general and local debility, premature decay, spermatorrhoea, and all the distressing consequences of excess; all physical impediments vanish like magic before its influence, thus rendering it invaluable to those about being married; even in the decline of life its invigorating powers are astonishing. Triesemar No. 2 has superior properties in those cases where copaiva and cubebs have been administered. Triesemar No. 3 entirely eradicates all impurities from the system; is most excellent in secondary symptoms, thus obviating the necessity of mercury or other deleterious mineral. Triesemar Nos. 1, 2, and 3, being in the form of an agreeable lozenge, is portable and may be taken with the utmost facility while traveling by sea or land. Single case $3; 4 cases in 1, $9; or in $27 cases, thereby saving $9. Forwarded by Dr. BARROW, on receiving a remittance, from No. 194 Bleecker-st., N. Y. Consultations from 11 till 2, and from 4 till 8. Sunday, 11 to 2. Sold by F. C. Wells & Co., No. 115 Franklin-st., New-York, and J. Worthington, No 206 Fulton-st., Brooklyn.

A NEW MEDICAL BOOK FOR ALL.
See advertisement thus headed under Miscellaneous.

DR. R. CORBETT MAY BE CONSULTED, confidentially, at his office, No. 9 Duane-st. 28 years devoted to the treatment and cure of syphilitic and mercurial diseases enables Dr. C to make permanent cures no matter how desperate the case may appear; strictures of the urethra; seminal weakness; impotency, and, in fact, all diseases affecting the urinary organs, treated on an entirely new plan. The victims of misplaced confidence, or those who may have suffered from the maltreatment of medical impostors, are particularly invited to call. N B.—See Dr. C.'s diploma in his office, as member of the New-York University, (Medical College,) and College of Surgeons, London. No charge unless perfectly cured. Office hours, 8 A M. to 8½ P. M.

DR. LARMONT'S PARIS, LONDON AND NEW-YORK Medical Adviser and Marriage-Guide upon Mental and Nervous Debility, Loss of Memory, Incapacity, Genito-urinary Diseases, Physiological Researches, &c. 30th edition. Over 400 pages, 12mo., cloth, and about 100 electrotyped engravings. Price $1. Sold and mailed also, free of postage, by H. G. LAWRENCE No 1 Vesey st., Astor House, N. Y.
All who would avoid unsuccessful and barbarous treatment with mercury, copaiba, injections, cauterizations, quack specifics, antidotes, instruments, &c., should purchase the Doctor's invaluable work, or consult him at No. 647 Broadway, up stairs, from 9 A. M. to 5 P. M., also Tuesday and Thursday evenings, 7 to 9.

DR. WATSON TREATS ALL FORMS OF a certain class of disease with a success which has won for him the confidence of the public. The remedies are safe and cause no interruption from business. Dr. WATSON's work—"The Cause and Cure"—has been pronounced by the reviewers the best popular compendium on all diseases of a private nature, including spermatorrhoea and debility, the results of early abuse, excess and other causes. "Should be read by all persons previous to marriage."—*Medical Gazette*. Fine colored plates. Price $1. To be had of CHARLES MILLER, No. 436 Broadway, New-York, and of the author, at his private residence, No. 459 Broome-st., second block west of Broadway, from 8 A. M. to 9 P. M. Separate consulting rooms.

DR. WARD, NO. 483 BROADWAY, PERforms the only permanent and satisfactory cure of private diseases. Remember, afflicted, that by consulting Dr. WARD, you will immediately experience that "Richard's himself again." All other remedies conquered by Dr. Ward's Unfortunate's Friend. Price $1 and book gratis. Female diseases successfully treated. His Monthly Pills, $1 per box, never fail of effect intended. Recommended to ladies. Office No. 483 Broadway, next Wallack's Theatre up stairs. Attendance till 10 P. M. Patients see only the Doctor himself. Come, send, or write.

THE GREATEST DISCOVERY IN MEDICAL SCIENCE.—Is Prof. DARCY'S remedy for private diseases in both sexes, effecting a perfect cure in a few days. Thousands have been cured without the slightest suspicion of their most intimate acquaintances being excited. Prof D may be consulted upon any case daily at his offices, (up stairs) No 645 Broadway, from 10 A. M. till 6 P M. Ladies suffering from irregularities, &c, &c, should at once apply to the Professor for his Chalybeate Pills, $1 a box. Mornings until 2 o'clock are exclusively for consultations by ladies. Letters by mail attended to.

HUNDREDS OF THE UNFORTUNATE have disappointed of a cure by not calling on Dr HUNTER at first. The Hunterian Dispensary, No. 3 Division-st., New York City established in 1834, for the Preservation of Human Life. PRIVATE CONSULTATION.—Dr. Hunter has for thirty years confined his attention to diseases of a certain class, in which he has treated not less than fifty thousand cases without an instance of failure. His great remedy, HUNTER'S RED DROP, cures certain diseases when regular treatment and all other remedies fail; cures without dieting or restriction in the habits of the patient; cures without the disgusting and sickening effects of all other remedies; cures in new cases, in less than six hours. It roots out the poisonous taint the blood is sure to absorb, unless this remedy is used. It is $1 a vial, and cannot be obtained genuine anywhere but at the old office, No. 3 Division-st. Book for nothing that treats of the evil effects of early abuse and indulgence, is embellished with elaborate colored engravings, portraying every feature and phase of disease, exposes the fallacy of the ordinary modes adopted for the cure of local as well as hereditary maladies, and gives the only safe and infallible remedy for expunging every trace of the virus from the system.

HORSES AND CARRIAGES.

CARRIAGES.—WE HAVE NOW ON EXHIBI-tion, at our warerooms, Nos 54 and 66 Franklin, and No. 77 White-st., first door east of Broadway, a fine assortment of first-class carriages and road wagons, manufactured on the premises, under our immediate supervision, from the best selected materials and workmanship, to which we invite the attention of the public.
MINER & STEVENS.

MOONLIGHT EXCURSION THROUGH CENTRAL PARK.—Call at the Central Park Stable, corner of Broadway and 59th st., opposite main entrance, and take a cool evening ride through the Park. Family carriages, buggies, saddle-horses for gentlemen or ladies, $1 per hour. Conveyance by 6th or 8th-av. cars.

FOR SALE—A SPLENDID LARGE BAY HORSE, 17½ hands high, 7 years old, weighs 1,500 pounds, sound and kind; is a very fast walker, and would make a superior truck horse. Apply at No 63 Murray-st., corner College-place.

GREAT BARGAINS IN SECOND-HAND six passenger rockaways, a numerous assortment of which, in good condition, can be seen at WOOD BROTHERS, No. 396 Broadway, one door below Walker-st.

FOR SALE—A HANDSOME CHESNUT HORSE, of Morgan breed, 8 years old, a most sagacious animal, kind in harness and excellent under the saddle. Inquire at No. 95 East 23d-st. for the horse Dandy.

TO LUMBER DEALERS—FOR SALE CHEAP —One 2-horse dumping lumber truck, in good order, also, three large young horses, suitable for the same, now at TAYLOR's sales stables, 105 East 24th st.

FOR SALE.—A PAIR OF BRIGHT BAY HORSES, perfectly well matched, kind, gentle and free from vice very stylish drivers. Can be seen at the livery stable No 24 4th-st.

INSURANCE.

CLINTON FIRE INSURANCE COMPANY,
OFFICE NO. 52 WALL-ST., N. Y.
CASH CAPITAL.......$250,000
ASSETS.......$300,000
HUGH LAING, President.
JAMES B. AMES, Jr., Secretary.

BUSINESS CHANCES.

TAKE NOTICE.
A Marble Quarry to let, lying near the New-York and Harlem Railroad, between Mount Kisco and Bedford Stations. For particulars apply to S. A. HALSTEAD, Mount Kisco, Westchester County, N. Y.

SHIPPING.

THE CUNARD LINE.
STEAM FROM NEW-YORK TO LIVERPOOL VIA QUEENSTOWN.
THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMERS
ETNA, Capt. ANDERSON,
AUSTRALASIAN, Capt. HOCKLEY.
JURA, Capt MOODIE,
KEDAR, Capt. T. COOK.
and other magnificent and powerful steamers,
Will sail from New-York to Liverpool every alternate THURSDAY, calling at Queenstown to land passengers and dispatches.
ETNA............Thursday, 19th July.
JURA............Thursday, 2d August.
AUSTRALASIAN............Thursday, 16th August.
ETNA............Thursday, 30th August.
RATES OF PASSAGE TO QUEENSTOWN OR LIVERPOOL:
Cabin............$75.
Steerage............[illegible]
An experienced surgeon on board.
For steerage passage apply to
GOODEVE, ARKELL & ELLIOT,
No. 152 Broadway.
For freight and cabin passage apply to
E. CUNARD,
No. 4 Bowling-green.

FOR SOUTHAMPTON AND HAVRE.
THE UNITED STATES MAIL STEAMER
FULTON,
J. A. WOTTEN, Commander,
Will leave for Havre, touching at Southampton to land the mails and passengers, on SATURDAY, July 21, at 12 o'clock, from Pier No. 37, North River, foot of Beach-st.
This ship has water-tight compartments, inclosing the engines, so that, in the event of collision or stranding, the water could not reach them, and the pumps being free to work, the safety of the vessel and passengers would be secured.
Price of passage in Second Cabin, $75 and $60.
For freight or passage, apply to
SAMUEL M. FOX,
GEO. MACKENZIE,
Agents, No. 7 Broadway.
N. B.—The steamer ARAGO will succeed the FULTON, and sail August 18.

PORTLAND AND WHITE MOUNTAINS.
The first-class and favorite steamships
CHESAPEAKE, Capt. SIDNEY CROWELL,
PATAPSCO, Capt EDW E. VAILL,
will form a semi-weekly line to Portland, leaving Pier No. 9 North River every WEDNESDAY and SATURDAY, at 4 P. M. Passage and fare, including stateroom, $5.
This is the most direct and picturesque route from New York to the White Mountains, via Long Island and Vineyard Sounds to Portland, and Grand Trunk Railway to Gorham, which is only six miles from the Glen House. Apply to H. B. CROMWELL & CO., No. 86 West-st., and No. 335 Broadway.

STEAMER OF JULY 14,
FOR SOUTHAMPTON AND HAVRE.
The United States Mail Steamship
ADRIATIC.
JOSEPH J. COMSTOCK, Commander, will sail from pier foot of Canal-st., at 12 M., on SATURDAY, July 14, with mails, passengers and specie for the above ports.
For passage, having several first-class staterooms disengaged, apply to WILLIAM H. WICKHAM,
Office on the wharf foot of Canal-st.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.
FROM NEW-YORK TO LIVERPOOL.
Chief Cabin Passage............$130
Second Cabin Passage............75
FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage............$110
Second Cabin Passage............60
The ships from New-York call at Cork Harbor.
The ships from Boston call at Halifax and Cork Harbor.

PERSIA, Capt. Judkins.	CANADA, Capt Lang.
ARABIA, Capt. J. Stone.	AMERICA, Capt. Millar.
ASIA, Capt. E. G. Lott.	NIAGARA, Capt. Anderson.
AFRICA, Capt. Shannon.	EUROPA, Capt. J. Leitch.

SCOTIA, (now building.)
These vessels carry a clear white light at mast-head; green on starboard bow; red on port bow.
NIAGARA, Millar, leave Boston Wednesday, June 27.
ASIA, Lott, leave New-York Wednesday, July 4.
EUROPA, Leitch, leave Boston Wednesday, July 11.
PERSIA, Judkins, leave N. York Wednesday, July 18.
ARABIA, Stone, leave Boston Wednesday, July 25.
AFRICA, Shannon, leave N. York Wednesday, Aug. 1.
CANADA, Lang, leave Boston Wednesday, Aug. 8.
ASIA, Lott, leave New-York Wednesday, Aug. 15.
EUROPA, Moodie leave Boston Wednesday, Aug. 22.
PERSIA, Judkins, leave N. York Wednesday, Aug. 29.
Berths not secured until paid for.
An experienced Surgeon on board.
The owners of these ships will not be accountable for Gold, Silver, Bullion, Specie, Jewelry, Precious Stones or Metals, unless bills of lading are signed therefor and the value thereof therein expressed. For freight or passage, apply to E. CUNARD, No. 4 Bowling-green.

SOUTHAMPTON AND HAVRE.—THE NORTH ATLANTIC STEAMSHIP COMPANY will dispatch for the above ports their splendid steamship
ADRIATIC.
Capt. Jos. J. COMSTOCK,
CARRYING THE UNITED STATES MAILS,
On the following days:

From Canal-st. Wharf.	Leave Havre.
SATURDAY, July 14.	TUESDAY, June 19.
SATURDAY, Aug. 25.	TUESDAY, July 31.
SATURDAY, Oct. 6.	TUESDAY, Sept 11.
	TUESDAY, Oct. 23, and

Southampton the day after leaving Havre.
The ADRIATIC is undoubtedly unexcelled by any steamship in the world for comfort, safety and speed. She has water-tight compartments.
Cabin Passage............$130
For freight apply at the office of the Company, No. 88 Wall-st.; for passage to WM. H. WICKHAM, office on the wharf, foot of Canal-st.
Agents at London and Southampton, Messrs. GRINNELL, TINKER & MORGAN.
Agent at Havre, JOHN PUNNETT, Esq.
Agents at Paris, JAMES W. TUCKER, Esq., No. 18 Faubourg Montmartre.

FREIGHT FOR TENNESSEE, NORTH Carolina, Portsmouth, Norfolk, City Point and Richmond, received every day at Pier No. 13 North River.
The steamship JAMESTOWN, Capt. Skinner, leaves every TUESDAY, at 3 P. M.
Steamship ROANOKE, Capt. Couch, every THURSDAY, at 12 M.
Steamship YORKTOWN, Capt. Parrish, every SATURDAY, at 3 P M.
Freight to Portsmouth or Norfolk 6 cents per foot; to City Point, 7 cents, and to Richmond, 8 cents.
Passage to Norfolk, (stateroom and meals included,) $8; to Petersburgh or Richmond, $10.
Excursion tickets to Richmond or Petersburg, and back, $15. To Norfolk and back, $13.
LUDLAM & HEINEKEN, No. 115 Broadway.

FOR SAVANNAH AND FLORIDA.—THE new and first-class steamship HUNTSVILLE, Capt. JNO. A. POST, will leave Pier No. 12 N. R., on THURSDAY, July 6, at 4 o'clock P. M. Passage to Savannah, with unsurpassed accommodations, $15; through tickets sold to New Orleans, $39 75; Mobile, $35; Montgomery, $25; Memphis, $31 75; Nashville, $27 75; Knoxville, $25 50; Chattanooga, $25; Albany, $23; Columbus, $21; Atlanta, $21; Macon, $20; Augusta, $17 50. Also to principal places in Florida at lowest rates.
No charge for carriage hire in Savannah for through passengers.
Baggage checked free to all the above places.
Freight 10 cents per foot. Apply to H. B. CROMWELL & CO., No. 86 West st.

THE NORTH GERMAN LLOYDS STEAMSHIP BREMEN, carrying the United States mail, will positively sail on
SATURDAY, JULY 7, at 12 o'clock M.,
FOR
BREMEN, VIA SOUTHAMPTON,
Taking passengers for
LONDON, HAVRE SOUTHAMPTON AND BREMEN,
At the following rates:
First cabin, $100; second cabin, $60; steerage, $35.
For freight or passage apply to
GELPCKE, KEUTGEN & REICHELT,
No. 82 Broadway.

FOR SAVANNAH AND THE SOUTH.—THE steamship R. R. CUYLER, Capt. FRED'K CROCKER, will leave Pier No. 12 N. R., on THURSDAY, June 28, at 4 o'clock, P. M. Passage to Savannah, with unsurpassed accommodations, $15; tickets sold to the following places: New-Orleans, $39 75; Mobile $35; Montgomery $25; Memphis $31 75; Nashville, $27 75; Knoxville $25 50; Chattanooga, $25; Albany, $23; Columbus, $21; Atlanta, $21; Macon, $20; Augusta $17 50; and places in Florida at lowest rates.
Freight, 10 cents per foot. Apply to H. B. CROMWELL & CO., No. 86 West-st., and No. 335 Broadway.

STEAMER OF JUNE 30, FOR SOUTHAMPTON AND HAVRE.—The U. S. Mail steamship ILLINOIS, Capt. S P GRIFFIN, will sail from Pier No. 3, N. R., New-York, at 2 o'clock P. M., SATURDAY, June 30, with mails, passengers, and specie, for England and France.
First cabin, $100; second cabin, $60.
F. TORRANCE, agent, 5 Bowling green, New-York.
Steamship VANDERBILT will sail July 28.

ROYAL MAIL STEAMSHIP ASIA, FOR LIVERPOOL.—The ASIA, E. G. LOTT, Commander, will sail from the Company's dock, at Jersey City, with the mails and passengers for Europe, on WEDNESDAY, the 4th July. Passengers are requested to be on board by 8½ A. M.
The PERSIA will sail on the 18th July.
E. CUNARD, No. 4 Bowling-green

U. STATES PASSPORT BUREAU, NO. 262 BROADWAY.—Passports issued through J. B. NONES. Adopted citizens must produce certificates.

IRON AND HARDWARE.

BUILDERS' HARDWARE.
MANY, BALDWIN & MANY,
No. 49 John-st., corner of Dutch, New-York,
Importers and manufacturers of all kinds of Builders' Hardware and Locksmith Materials.
Locks of the best quality.
Heavy Silver plated Door Knobs.
Plated name and number Plates.
Safe Night latches for Front Doors.
And every variety of articles adapted for first-class dwellings.
Improved Wire Door-springs.
Green and gas house Tile, Gas Retorts, Fire-brick, &c., at the lowest cash prices.

FIRE-PROOF BUILDINGS.
PERFECT PROTECTION AGAINST FIRE and other accidents to buildings, can be secured by using THE SOLID WROUGHT IRON BEAMS, manufactured by the Trenton Iron Company. THE EXTRA COST IS TRIFLING.
Such floors as have been constructed in the buildings of THE TIMES, THE TRIBUNE, AND OF MESSRS. BALL, BLACK & CO., and in nearly all the NEW BANKING HOUSES in this City, cost less than FIFTY CENTS PER SQUARE FOOT for the beams and brick arches ready for use, where the spans do not exceed 25 feet.
These beams make the cheapest and strongest covering FOR VAULTS.
For full particulars and estimates, which are gladly furnished without charge, apply, personally or by letter to COOPER, HEWITT & CO., No. 17 Burling-slip.

PUBLIC NOTICES.

DEPARTMENT OF PUBLIC CHARITIES AND CORRECTION, ROTUNDA PARK, NEW-YORK, June 27, 1860. }
NOTICE IS HEREBY GIVEN TO ALL persons having unliquidated claims against the Almshouse Department under the management of the late Board of Governors, to present the same properly authenticated at the office of the Commissioners, as above, without delay.
S. DRAPER, President,
JAS. B. NICHOLSON,
ISAAC BELL, JR.,
M. H. GRINNELL.

MAYOR'S OFFICE, NEW-YORK, June 28, 1860.
NOTICE IS HEREBY GIVEN THAT ON and after MONDAY, July 2, 1860 the Dog Pound will be located at the foot of 17th-st., East River. By order of the Mayor. J. C. BURNHAM, First Marshal.

STEAMBOATS.

SUMMER ARRANGEMENT.
FLUSHING, COLLEGE POINT AND NEW-YORK.
On and after June 1 the new and elegant iron steamer FLUSHING, fitted up with water tight compartments, will run in connexion with the favorite steamer ENOCH DEAN, daily, Sundays excepted, as follows:

Leave Flushing.	College Point.
[illegible] A. M.	6 40 A. M.
7 45 A. M.	7 55 A. M.
10 00 A. M., direct through to New-York.	
11 00 A. M.	11 10 A. M., stopping at 10th-st
2 15 P. M., direct through to New-York.	
3 00 P. M.	3 10 P. M., stopping at 10th-st.
5 15 P. M.	5 25 P. M., stopping at 10th-st

Returning, leave New-York from Fulton Market wharf
8 00 A. M. for Flushing and College Point.
9 30 A. M. for Flushing and College Point, stopping at 10th-st.
12 00 A. M. for Flushing and College Point, stopping at 10th-st.
1 00 P. M., direct through to Flushing.
4 00 P. M. for Flushing and College Point.
5 15 P. M. for Flushing and College Point.
6 45 P. M. for Flushing and College Point.
Fare [illegible] cents. Sunday school pic-nics and excursion parties taken at reduced rates.
WM. M. SMITH, Superintendent.

FARE 50 CENTS.
To Cozzens' Dock, West Point, Newburgh and Poughkeepsie.
Steamer DANIEL DREW
leaves Jay-st. Pier, landing at 30th-st., every TUESDAY, THURSDAY and SATURDAY, at 7 A. M.

FOR NEWBURGH, POUGHKEEPSIE AND RONDOUT.
STEAMER THOMAS POWELL
Leaves foot of Jay-st. every AFTERNOON at 3½ o'clock.

JULY, 1860.—SHREWSBURY, HIGHLANDS, PORT WASHINGTON, MOUNT'S and BROWN'S DOCK, FAIR HAVEN and RED BANK.—The new and splendid steamer HIGHLAND LIGHT, Capt. H. D. PARKER, will run as follows from foot of Robinson-st.:

LEAVE NEW-YORK.	LEAVE RED BANK.
Monday, July 2, 3 P. M	Monday, July 2, 7 A. M.
Tuesday, July 3, 3 P. M	Tuesday, July 3, 7 A. M
Wed'day, July 4, 8½ A. M.	Wed'day, July 4, 5 A. M.
Wed'day, July 4, 6½ P. M	Wed'day, July 4, 3 P. M.
Th'day, July 5, 3½ P. M.	Thursday, July 5, 7 A. M.
Friday, July 6, 4 P. M.	Friday, July 6, 7 A. M.
Sat'day, July 7, (Laura connects).........2 P. M.	Saturday, July 7, 7 A. M.
Sunday, July 8, 8 A M	Saturday July 7, (Laura connects).........2 P. M.
Monday, July 9, (Laura connects).........3 P. M.	Sunday, July 8, 3 P. M.

JUNE, 1860.—HIGHLANDS, OCEAN HOUSE, LITTLE SILVER AND OCEAN PORT.—The steamer LONG BRANCH, Capt. J. P. CORLIES, will run as follows from foot of Robinson-st.:

LEAVE NEW-YORK.	LEAVE OCEAN PORT.
Friday, June 22, 10 A. M.	Friday, June 22, 4½ P. M
Saturday, June 23, 11 A. M.	Saturd'y, June 23 11½ A. M
Sunday, June 24, 8 A. M.	Sunday, June 24, 5 P. M
Monday, June 25, 12½ P. M.	Tuesday, June 26, 7½ A. M.
Tuesday, June 26, 1½ P. M	Wednesd'y, J'e 27, 8½ A. M.
Wednes'day, June 27, 2½ P M	Thursd'y, June 28, 9½ A. M.
Thursday, June 28, 3 P M	Friday, June 29, 10½ A. M.
Friday, June 29, 4 P M	Saturd'y, June 30, 1 P. M.
Sunday, R. B, July 1, 7 A. M.	Sund'y, R. B. July 1, 3½ P. M.

"FISHING BANKS AHOY."—THE COMmodious, safe and fast steamer CROTON, Capt. R. S. HOFFMIRE, having been put in complete order, will continue her regular trips to the Fishing Banks on SUNDAY, July 1, and every day during the season except Saturdays. Leaving James-slip, E. R., 7:45 A. M.; Fulton-st., Brooklyn, 8; Spring-st., 8½; Pier No. 4, N. R., 9. A fine Cotillion Band on Board, also refreshments. Bait and fishing tackle supplied. Fare for the Excursion 50 cents, affording a fine sail and view of the Bay, Islands and Fortifications.

SUNDAY BOAT FOR WEST POINT, COLD SPRING, CORNWALL AND NEWBURGH.—Fare 50 cents—Excursion tickets 75 cents. Steamer BROADWAY leaves pier foot of Jay-st., touching at Christopher, every SUNDAY MORNING at 7 o'clock, landing at Yonkers, Hastings, Dobb's Ferry, Tarrytown, Sing Sing and Haverstraw. Returning will leave Newburgh at 2 P. M. This boat will make the same trip on July 4, 1860.

DAY BOAT FOR WEST POINT, NEWBURGH AND POUGHKEEPSIE.—The steamboat ALIDA will leave Jay-st. Pier on and after SATURDAY, June 23, daily, at 8:30 A. M., connecting at 30th-st. pier on and after June 27; returning to the City at 6:30. Passengers for Albany, Troy, Saratoga, or any other point west, can make sure connection at Poughkeepsie. Baggage transferred free. Fare 50 cents.

FOR HUDSON AND INTERMEDIATE LANDINGS.—Steamboat OREGON, Capt. C. F. KING, TUESDAYS, THURSDAYS, and SATURDAYS at 5 o'clock, from foot of Harrison-st., connecting with Hudson and Boston Railroad for Lebanon Springs, Pittsfield and North Adams, and steamer P. G. COFFIN for Albany. N. B.—The OREGON does not tow.

MORNING LINE FOR PEEKSKILL, CALDWell's, Verplanck's, Grassy Point, Haverstraw, Sing Sing, Tarrytown, Dobb's Ferry, Hastings and Yonkers. The Steamer AURORA leaves Jay-st. Pier at 8 A. M., EVERY DAY, (without exception.) Returning, leaves Peekskill at 1½ P. M. Touches at West 10th (Amos st.) and 30th-st.

STEAMER BROADWAY LEAVES PIER foot of Jay-st., (touching at Christopher,) EVERY AFTERNOON, at 4 o'clock, for Yonkers, Hastings, Dobbs' Ferry, Tarrytown, Sing Sing and Haverstraw. Fare to Yonkers, 10 cents; Dobbs Ferry and Hastings, 20 cents; Tarrytown, Sing Sing and Haverstraw, 25 cents.

FOR BRIDGEPORT—FARE 50 CENTS. FROM PECK SLIP, E. R.—The steamer BRIDGEPORT leaves every MONDAY, WEDNESDAY and FRIDAY, at 12 o'clock, noon; connecting with the Housatonic Naugatuck, New-Haven and Hartford Express Trains. Freight taken. GEO. W. CORLIES, Agent.

FERRY TO CONEY ISLAND.—THE NAUSHON will run daily during the season. Leaves West 10th (Amos) st., at 9½, 12½, 3½; Spring st., 9½, 12½, 3½; Pier No. 4 North River 10, 1, 4, landing at Fort Hamilton. Last trip from the Island, 6½. Fare 25 cents, includes a return ticket.

FOR MAMARONECK, NEW-ROCHELLE, CITY ISLAND, WHITESTONE AND THROGG'S NECK, (Zerega's Dock.)—Fare only 25 cents.—The swift steamer ISLAND CITY leaves James-slip every day at 4 P. M. No dust—no coal gas.

FOR PORT JEFFERSON, STONEY BROOK, HUNTINGTON'S STAGE LINES.—The steamer OCEAN WAVE leaves Oliver-slip, Pier No. 33 East River, THURSDAY, June 28, 11 A. M.; SATURDAY, June 30, 1 P. M.; TUESDAY, July 3, at 1 P. M.

DAY BOAT FOR ALBANY—COMMENCING TUESDAY, June 5, 1860.—The new steamboat DANIEL DREW leaves from Jay-st. pier for Albany on TUESDAYS, THURSDAYS and SATURDAYS, at 7 A. M., landing at 30th-st. after June 6.

FOR HARTFORD.—THE CITY OF HARTFORD or GRANITE STATE, from Peck-slip, East River, daily, (Sunday excepted) at 5 P. M. Cabin fare $1 50. Deck, $1.

FOR WEST POINT, NEWBURGH, POUGHKEEPSIE, AND RONDOUT.—Steamer THOMAS POWELL leaves Jay-st. Pier every afternoon at 3½ o'clock.

DAY BOAT FOR ALBANY AND INTERMEDIATE PLACES.—Steamer ARMENIA, every MONDAY, WEDNESDAY and FRIDAY, from foot of Harrison-st, at 7 A. M.

AFTERNOON BOAT FOR NEWBURGH AND INTERMEDIATE LANDINGS.—Steamer METAMORA, at 4 P M (Sundays excepted,) from Pier foot of Jay-st. For particulars, see bills.

FOR PERTH AMBOY—LANDING AT CHELSEA, Star Landing, Rossville, Woodbridge, and Totten's Dock. The steamer THOMAS HUNT leaves the foot of Barclay-st., N. R., daily, at 3½ P. M.

FOR NEW-HAVEN, BY STEAMER ELM CITY, from pier No. 25 East River, at 3 P. M., and TRAVELER at 11 P. M Fare $1. No charge for berths.

EXCURSIONS.

EXCURSION TO THE COAL FIELDS OF PENNSYLVANIA.
The Central Railroad of New-Jersey will sell Excursion Tickets during the Summer, through this region, commencing June 9. Fare for the entire Excursion $7 50. Tickets good for ten days. Leave Cortlandt-st at 6 and 8 A. M., 12 M. and 4 P. M. Leave Pier No. 2 North River at 7:30 and 11:30 A. M., and 3:30 P. M. Apply for tickets at either place. For further information, apply to H. P. BALDWIN, General Ticket agent 69 Wall-st.

EXCURSIONS TO LONG BRANCH, N. J.,
VIA
RARITAN AND DELAWARE BAY RAILROAD.
Societies, Churches, Sunday-schools, &c., desirous of forming excursion parties to the above delightful watering place, will be dealt with on very liberal terms on application at the Company's Office corner of Fulton and Church sts.

FAMILY EXCURSIONS TO THE FISHING BANKS every TUESDAY, THURSDAY and SATURDAY, commencing July 5. The substantial steamer HERO, Capt HANCOX, will leave Robinson-st. at 8 o'clock, Spring-st. at 8:15, Amos-st. Pier at 8:25, Peck-slip at 8:40, and Pier No. 4, North River, at 9 A. M.; returning by 4 P. M., landing at Pier No. 4, Robinson and Spring sts. Fishing tackle, bait, dinner, &c., provided. Fare 50 cents.

EXCURSIONS.—THE STEAMBOAT CHICOPEE, with finely-furnished saloons with or without barges; also, the HILLSIDE GROVE and CLIFFWOOD GROVE, are now open for excursion engagements to Sunday-Schools, Societies, &c., on reasonable terms. Apply to E. T. WILSON, No. 120 Wall-st., corner of South, up stairs.

LEGAL NOTICES.

IN PURSUANCE OF AN ORDER OF THE Surrogate of the County of New-York, notice is hereby given to all persons having claims against WILLIAM H. BURROWES, late of the City of New-York merchant, deceased, to present the same, with vouchers thereof, to the subscribers, at the office of William Mitchell, No. 62 Wall-street, in the City of New-York on or before the 15th day of August next.—Dated New-York, Feb. 9, 1860.
EDWARD E. MITCHELL,
WILLIAM McMURRAY,
GEORGE G. BYRON, } Executors.
f9-law6wF*

IN PURSUANCE OF AN ORDER OF THE Surrogate of the County of New-York, notice is hereby given to all persons having claims against JOHN DEMAREST, late of the City of New York, weigher, deceased, to present the same, with the vouchers thereof, to the subscribers, at the office of Henry C. Wright, counsellor-at law, No. 229 Broadway, New-York City, on or before the 1st day of October next.—Dated New-York, March 30, 1860.
RODERICK F. CLOW, Administrator.
ANNA DEMAREST,
Administratrix of said deceased.
Mh30-law6mF*

IN PURSUANCE OF AN ORDER OF THE Surrogate of the County of New-York, notice is hereby given to all persons having claims against CARL JOHNSON, late of the City of New-York, deceased, to present the same with vouchers thereof to the subscriber, at his residence, No. 199 Mulberry-st., in the City of New-York, on or before the 1st day of December next.—Dated New-York, May 24, 1860.
ORLOF G. HEDSTROM, Executor.

COPARTNERSHIP NOTICES.

THE COPARTNERSHIP HERETOFORE existing between KOEHLER & HALE, is this day, by mutual consent, dissolved. The business will be continued at the old stand, Nos 222 224, 226 and 228 West 37th-st. by J. P. HALE & CO., who are the only persons authorized to settle the affairs of the late firm of Koehler & Hale.
C. KOEHLER,
NEW-YORK, June 27, 1860. JOSEPH P. HALE.
N. B. The firm of J. P. HALE & CO is composed of JOSEPH P. HALE & CALVIN M. NORTHRUP.

AMUSEMENTS.

NIBLO'S GARDEN.
JAMES M. NIXON............Lessee and Manager.
NIXON'S MIDSUMMER ENTERTAINMENTS.
COOLEST PLACE IN THE CITY.
Mlle CAROLINE SHELEUR, the unrivaled danseuse every night, and WEDNESDAY and SATURDAY AFTERNOONS.
The HANLON BROTHERS, and all the great Dramatic Stars.
FRIDAY EVENING, June 29, 1860.
After the STAGE PROMENADE, Doesticks' new Burlesque.
THE LADY OF THE LAKE, TRAVESTIE,
Written expressly for this Theatre, and got up with full strength of the great Burlesque Company.
After the Travestie,
OPERATIC INTERLUDE AND REFRESHMENTS.
ENGLISH BALLADS by Mme. VON BERKEL.
The JAPANESE will promenade among the audience.
Concluding with a NEW DIVERTISSEMENT, in which the HANLON BROTHERS will appear, with Mlle CAROLINE THELEUR, Première Danseuse from Paris and Brussels. Mlle. LINA WINDEL, the beautiful GALE SISTERS, and the Corps de Ballet.
Tickets 50 cents. Seats may be secured a week in advance. Box office open all day.
GRAND MATINEES every WEDNESDAY and SATURDAY AFTERNOON. No reserved seats for Matinees.
MONDAY EVENING, July 2,
JOHN BROUGHAM will commence a FAREWELL ENGAGEMENT.

LAURA KEENE'S THEATRE.
Lessee and Manager............Mr. Joseph Jefferson.
Stage Manager............Mr. James Simmonds.
Musical Director............Mr. T. Baker.
Scenic Artist............Mr. Hayes.
FRIDAY EVENING, June 29.
In consequence of the great success of
OUR JAPANESE EMBASSY,
it will be repeated for one night more, when it will be most positively withdrawn for other novelties.
It will be preceded by the favorite comedietta of
THE QUACK DOCTOR.
Mrs. John Wood as............Lisette
Mr. Joseph Jefferson as............The Quack Doctor
With the celebrated comic duet of
WHEN A LITTLE FARM WE KEEP.

Messrs. James Simmonds,	Mrs Vining
Burnett,	Mrs. Chanfrau.
Stoddart,	Miss Jefferson,
Goodrich,	Miss Hetty Warren,
Wall,	Miss Burke,
Morea,	&c. &c., &c.

In rehearsal, a new burlesque entitled
TYCOON;
or,
YOUNG AMERICA IN JAPAN.
Doors open at 7½; commence at 8 precisely.

WINTER GARDEN.
FAREWELL TESTIMONIAL
TO
JULIA DEAN HAYNE,
AND
LAST APPEARANCE IN NEW YORK
Prior to her departure for Europe
FRIDAY EVENING, JUNE 29,
By especial desire, the
MORNING CALL.
Julia Dean Hayne............as............Mrs. Chillington
Mr. George Jordan, (who has kindly volunteered)............Sir Edward Ardent
To be followed by C. M. Barras', Esq., Commedietta
HYPOCHONDRIAC.
Chas. M. Barras, Esq., (in his original character of)............Virtigo Morbid
KATHARINE AND PETRUCIO
Julia Dean Hayne............as............Katharine
C. Barton Hill, (who has kindly volunteered) as............Petruchio

WALLACK'S THEATRE.
THIS SUMMER GARDEN
CROWDED NIGHTLY,
To witness the
INIMITABLE PERFORMANCE
of
MR. AND MRS. W. J. FLORENCE,
LALLA ROOKH,
with all its beautiful
SCENERY, DRESSES, MARCHES, &c., &c., &c,
TROUPE OF AMAZONS,
BLONDIN AT NIAGARA,
ZOYARA AND ZAIDEE,
&c &c., &c., &c.
Doors open at 7½ o'clock; to commence at 8 o'clock.

NEW BOWERY THEATRE.
Sole Proprietors............Messrs. G. L. Fox & J. W. Lingard.
THIS EVENING, June 29,
The performance will commence with
GASPARDO, THE GONDOLIER.
To be succeeded by THE TRACK IN THE SNOW.
After which the farce of WHITES AND BROWNS.
Concluding with THE POACHER'S DOOM.

BARNUM'S AMERICAN MUSEUM.
Under the personal supervision of....P. T. BARNUM.
The new Ventilators, Ice Fountains, &c., make this
THE COOLEST PLACE IN THE CITY.
NOVELTY! TALENT! ENERGY!
Engagement, for a limited number of performances of the young talented and favorite
IRISH COMEDIAN, W. O'NEIL,
Who appears every Afternoon and Evening.
EXTRAORDINARY ARRIVAL of NOVELTIES from EUROPE, by steamship *Hammonia*, consisting of
WONDERFUL ALBINO FAMILY,
a Husband, Wife and Child, each one with Pure White Skin, Silken White Hair Pink Eyes &c.,
Though born of perfectly black parents.
They are the greatest wonder of the world.
Reengagement for a short time, and at great expense, of VANTILE MACK, the infant Lambert, or
GIANT BABY,
7 years old, and weighing 257 pounds!
THE FINEST AQUARIA IN THE WORLD!
BEAUTIFUL LIVING SEALS!
JAPANESE COINS, AUTOGRAPHS LANTERNS, &c.
THE DAILY VISITS OF THE JAPANESE EMBASSY
to the Museum add great interest to its visitors.
THE LIVING "WHAT IS IT?"
IS IT MAN, OR MONKEY, OR BOTH?
THE FAMOUS LIGHTNING CALCULATOR!
DR. R O. WICKWARE, THE LIVING SKELETON.
Are all to be seen at all hours, day and evening.
DR. M. V. B BLY the SEER and CLAIRVOYANT.
produces astonishing phenomena daily.
FRIDAY, June 29, will be performed in the AFTERNOON, at 3 o'clock.
BARNEY THE BARON.
Barney O'Toole, a tinker............Mr. W. O. Niel.
Also
ROSETTA, OR THE MAID OF THE MOUNTAIN.
Rosetta............Miss Mestayer
In the EVENING, at 7½ o'clock.
OUR IRISH COUSIN.
Mickey McGrath............MR. W. O'NEIL.
Madame DELMONTE the celebrated Fortune-Teller.
BABY ANACONDAS, SERPENT FAMILY, HAPPY FAMILY, GREAT VARIETY of NEW WAX FIGURES.
GREAT PREPARATIONS ARE BEING MADE FOR THE FOURTH OF JULY.
Admittance to everything, 25 cents; Parquette, 15 cents extra. Children under 10, 15 cents; and to the Parquette, 10 cents.

PALACE GARDENS.
14th-st. and 6th-av.
GRAND MUSICAL ENTERTAINMENT
EVERY EVENING.
MATINEE, SATURDAY, June 30, by
RONZANI'S RENOWNED BALLET TROUPE.
ADMISSION 25 CENTS. Doors open at 2; performance commences at 2½.
MONDAY EVENING, July 2,
Grand Gala Night and Anniversary of the opening of Palace Gardens
First night of Mr. J. F. STRATTON'S
UNRIVALED PALACE GARDEN ORCHESTRA,
and first night of the
JAPANESE LANTERN FETE,
with a
GRAND DISPLAY OF FIREWORKS. FIRE BALLOONS, &c.
FOURTH JULY.
MAGNIFICENT DISPLAY OF FIREWORKS, &c &c.
ADMISSION............TWENTY-FIVE CENTS.

HOOLEY & CAMPBELL'S MINSTRELS,
FRENCH THEATRE, No 585 BROADWAY.
Tremendous Excitement! Unprecedented Success!
Universally admitted by the Public and the Press to be the most finished and talented
ETHIOPIAN ENTERTAINMENT
ever offered to the patrons of Negro Minstrelsy.
Another Grand Programme of Novelties To-night.
THE THREE GREAT STARS
UNSWORTH, EUGENE AND CAMPBELL IN THE ASCENDANT.
GO AND SEE THEM TO-NIGHT.
Admission 25 cts.; private boxes $3.
Doors open at 7; to commence at 8 o clock.
For full particulars see programmes

J. C. ADAMS' CALIFORNIA MENAGERIE,
DAY AND EVENING, 13th-st. and Broadway.
GREATEST NOVELTY IN AMERICA!
THE GREAT LIVING BLACK SEA LION,
DANCING GRIZZLY BEARS SINGING CLIMBING AND VAULTING BEARS, CALIFORNIA LIONS, TIGERS, OSTRICHES, and
100 WILD ANIMALS FROM THE PACIFIC.
Performed by "Grizzly Adams" from 10 A. M. to 10 P. M., and especially at 11, 3 and 8 o'clock.
ANIMALS FED AT 4 P. M.
Admission 25 cents. Children, 15 cents.

707. GURNEY'S GALLERY, 707.
No. 707 Broadway.
First block below the New York Hotel.
On exhibition,
THE DYING TE-CUM-SEH,
and other elegant pieces of Statuary by
CHEVALIER PETTRICH.
Open from 10 A. M. till 9 P. M. Admission, 25 cents.
N. B.—The Photographic Exhibition Gallery is open for FREE INSPECTION from 8 A. M till 9 P. M

TEMPLE OF MAGIC, 444 BROADWAY.
EVERY EVENING AT 8 O'CLOCK
Delighted Fashionable and Astonished Audiences nightly witness the wonders performed by the
GREAT WIZARD JACOBS,
who, with his inimitable
GOBLIN SPRIGHTLY,
present the best entertainment in New-York.
THIS IS THE LAST WEEK BUT ONE,
and those who do not see them lose a treat indeed.
They return to England at the close of their stay here.
NEW PROGRAMME THIS WEEK.
MATINEES WEDNESDAYS and SATURDAYS,
Admission 25 cents.
Reserved seats 50 cents.

GEORGE CHRISTY'S MINSTRELS AT NIBLO'S SALOON.
Continuation of the Successful Comic Piece,
THE JAPANESE TREATY.
With other entertainments.
To commence at 8. Tickets 25 cents. Children half price.

DUSSELDORF GALLERY,
No. 548 Broadway.
OVER 120 MAGNIFICENT PAINTINGS,
With SEVERAL FINE STATUES.
Admission 25 cents. Open Day and Evening.

CONCERT FOR THE ISAAC T. HOPPER HOME at Goldbeck Hall, No. 765 Broadway, on FRIDAY EVENING, June 29, by a company of amateur performers. Price 50 cents. Performances to begin at 8 o'clock. Doors open at 7½ o'clock.

WHITLOCK'S
FREE GALLERY
OF OIL-PAINTINGS,
No. 366 CANAL-ST.

FINE ARTS.

ON VIEW FOR A SHORT TIME,
CHURCH'S LATEST WORK,
TWILIGHT IN THE WILDERNESS,
At GOUPIL & CO.'S, No. 772 Broadway.
Admission 25 cents.

HUGHES' GALLERY.—765 Broadway; exhibition of PICTURES free, portraits of South American notabilities.

THE GREAT EASTERN.

[*Continued from First Page.*]

This gives above 6 per cent. greater slip for to-day, which is very singular, since the average revolutions of paddles were 9.478 on that day, and but 9.656 on this.

SIXTH DAY OF THE TRIP.

From Noon, June 22, to Noon, June 23.—The afternoon was very fine and sunshiny, with a wholesail northwesterly breeze, which invited a small spread of fore and aft canvas. About 3 o'clock we overhauled and passed within a mile an American-built bark, sailing under English colors, and pitching in a very lively manner under her complement of sails. She became the object of a salute from the big ship, and the general attention of her passengers. Shortly after another ship was overhauled, and another passed, further off.

The connection in the steam pipe, between the screw and paddle boilers was shut off to-day, and the paddle engines are getting more steam, but are not making many more proportionate revolutions, for the screw follows them up. Indeed. the turns of the paddle are a very good register of the turns of the screw, and *vice versa*. When one is known the other may be pretty accurately estimated from it, which shows the absurdity of insisting, as some of our engineers do insist, that if both screw and paddle are not under equal pressure, the one drags and the other does the work. Nothing can be more clear than this; if the screw is exerting 500 effective horse power, and the paddle 3,000, then the total is 3,500; just as if one man pulls 10 pounds on a rope and another 50, the total power is not 40, nor 50, nor anything but 60. Visiting the screw-stokeholes or fire-rooms, to-day, I found them extremely hot and uncomfortable. Those of the paddles are always cooler, partly because they are further forward, and get the benefit of draft from the wind as it first sweeps the deck. All these places might be well ventilated in the usual manner. The air-pump rod bearings of the paddle-engines heated some to-day, because the oil-holes got stopped up, but no trouble was caused. This is the very first approach to a mishap, and was purely accidental. Nothing can exceed the smoothness with which these four great pistons have made their 150,000 strokes apiece, without stopping. And the screw engines, not as a design, but as a mechanical construction, are deserving of considerable commendation. The sturdy fellows have hammered away at their half million strokes with an agility which seems almost ridiculous in view of their Hurculean proportions. Almost a serious accident occurred last night. The mizzen backhaul, or chain on the gaff which pulls out the fore and aft sail, broke at a defective link, and fell bodily nearly into the skylight over the screw engine room, smashing the glass and sash. Had it dropped in among the machinery, something would have got "chawed up," as our Yankee graphically puts it.

A band of six musicians, all of whom have not appeared before, played during dinner. "Hail Columbia," "The Star Spangled Banner," and "Yankee Doodle" were the only pieces of a national character.

An exciting race for the championship of both hemispheres occurred before dinner—a quarter of a mile or once round the deck. The lion was victorious. One sovereign was pocketed by the winner of the belt, and large sums are said to have changed hands.

At 10 P. M., the weather was getting thick and dark and looked northeasterly. But the sea was peculiarly phosphorescent; even the crests of the breaking waves, all about the ship and far out at sea emitted a bright light. The view over the stern of the vessel was wonderfully beautiful. The screw, partly out of water, and making a great commotion on the surface, was throwing off fountains of white stars and silvering all the adjacent foam, while its blades, slicing up from deep water, were like sheets of white fire, clearly defined from the black gulf below, and glittering like mirrors in the sun.

The night was quite calm, and early in the morning of the 23d, a northeasterly breeze sprang up, bringing rain, but not blowing hard enough to fill our canvas.

THE DAY'S RUN.

Latitude	42°50′ N.
Longitude	42°40′ W.
Difference of ship's time since yesterday noon	24.45 min.
Distance run D. R., as posted 301, as corrected 302.	
Average knots per actual hour	12.33
Total distance from Needles	1,797
Highest speed by log	14.25
Average revolutions of paddle	10.265
Average revolutions of screw	35

SEVENTH DAY OF THE TRIP.

From noon June 23, to noon June 24—The rain of the early morning was soon over, but it has been cloudy and damp all day. The combustion in the furnaces is very much improved. We are from this time to carry 25 pounds of steam on the paddle boilers, 20 having been the maximum weight on the valves before. The boilers were all designed for 25 pounds. Twenty is yet the maximum in the screw. This gives us 11½ revolutions of the paddles, while the screw following them up, jumps from 35 to 37, with the former steam 19 to 20. So much for their being in each others' way. The square sails on the foremast were set for a time to the light breeze coming directly astern, but we outran it, and they were again furled.

Dinner is getting to be a momentous and luxurious affair, as our appetites grow sharp in the salt breezes, and as the service becomes systematized. Be it known that when people take lodgings in a sea-side hotel like this, they do not live on salt junk. On the contrary, rare game is caught and slain on our prairie deck, by wild hunters from the scullery, and we riot on fresh mutton and fowl, to the national anthem of England and "Yankee Doodle." The awful young man before alluded to suggests, that we should have fresh fish also, in an aquarium, to wit: the boiler, ready cooked, and served with *sauce* from the impertinent stoker boys. The force of this remark cannot be computed in horse-power, and will not be alluded to in the engineering report.

Another race for the championship of the world occurred this afternoon between a porpoise and the *Great Eastern*, over one minute of longitude. The latter contestant overhauled a school of the former, which, being let out early, was very frisky. After a little by-play and some sparring, one of the P's advanced boldly to the bow of the *G. E.*, sprang about 15 feet out of water, stopping his propeller very cleverly in the meantime, thus preventing his engines from racing, and took the lead in graceful style. Both men were in fine condition; *G. E.* was a little the heavier of the two. *G. E.* attempted the former evolution, but was unsuccessful. Two to one was offered and taken on P., whose full-powered propeller was in prime working order. *G. E.* came in strong with side fins, and for five minutes it was neck and neck between them. It was suspected that P. had the better footing, and it should be remarked to their shame that nobody from the stand went out to examine the ground. P. wasted his strength in terrific leaps; *G. E.* kept to his work and gained steadily, giving P. a brush on the port quarter with his fore foot, and, in spite of a foul bottom, drove him fairly off the course. The school here broke into the ring, and great confusion followed. P. on leaving the ground appeared very fresh, and ran a quarter of a mile, leaping (not over a fence) some yards, and was taken off the ground by his backers. Similar belts will be awarded to each.

The afternoon was extremely agreeable on deck, the wind being aft, and moving with the vessel. The balmy temperature of the Gulf Stream, its gloriously blue water and birds and fishes, and the great vessel booming along for an eighth of a mile behind us, drew everybody to the extreme bows of the ship. At 8 P. M. it was quite calm, but we perceived a fresh breeze for the first time to-day, from the motion of the vessel. About 9 a stiff breeze sprang up from the Northwest. By way of incident, the forward spencer got loose half way up the mast, and filled like a balloon, defying the attempts of forty men to furl it for half an hour. Late at night, a prowl about our home acre of deck—for it cannot be called a promenade, since we have as yet no gas in the streets—revealed the vastness of the ship in a new light. Moonbeams bursting through the ragged headland of clouds as it tumbled into wreck and vanished away before the fitful northwest breeze, lighted the opposite sky, while the black towering spars of the great ship, clearly defined, stretched above and on either side into what seemed whole furlongs of distance.

I shall take the liberty of introducing the reader to state-room No. 18, second entrance, grand saloon, port side, an apartment about 9 by 14 feet, with two large ports or windows on the sea side, and four berths opposite—the temporary residence of Messrs. Russell and Skinner and your correspondent. A table in the middle is piled with papers covered with figures, the berths with books and charts, and the continuous lounge opposite, with a heterogeneous mass of trowsers, dispatch boxes, hair brushes, indicator cards, overalls, big-ship diagrams, toilet paraphernalia and unmentionables, all of which, it is unnecessary to state, are not confined to the spar-deck. Just in front of the door hangs a pendulum for measuring oscillations, which everybody runs against, and in the midst of the confusion, the occupants, in various stages of cleanliness of hands and faces, cypher, discuss and agree, the general result of which is the infliction upon the public of this and other already unwieldy documents. Only one other soul is admitted to the mystic seclusion of this sacred apartment—Mr. Zerah Colburn—who is immediately pounced upon to figure out difference of time and horse power, which are accomplished with an agility that does credit to the mathematical shade of his logarithmic uncle.

I wish that all you romantic readers could make a midnight tour of the paddle-engine rooms with me. Cut-off and vacuum is all very well, but the remorseless persistence of those great iron arms, sweeping the ponderous cranks round and round, and round, over and over again—blow high, blow low—billows and calm—sunshine and darkness—never tiring, never halting—by the hundred thousand strokes without a resting spell—is nothing less than sublime. Four huge cylinders of a hundred tons, swinging back and forth on their trunions like giants nodding in their rocking-chairs, the long bright piston-rods shooting away up towards starlight and down again into the depths, 300 feet a minute, the "valve motion," with its complicated movements crawling all over the engine—now here under the impending blow of the cranks as they come sweeping down—now there, between two approaching and irresistible masses, but always out of the way—escaping always by an inch from the jaws of destruction eleven times in a minute—all this and more, above, around and beneath, glittering in the light of numerous lamps, and severely quiet, except the deep murmur of suppressed strength, but exerting the terrific yet concentrated power of 3,000 horses, is as fitting a scene for the poet as for the engineer. One would almost suppose that this never ending monotony of motion would become painful to the observer, from the very fact of its quietness. On the contrary, it presents a strange fascination, and one finds himself watching the regular vibrations by the hour.

The breeze was strong north vesterly all night, but on the morning of the 24th had so far veered to the north that we got out a considerable spread of canvas which filled well. The morning was fine and sunshiny. A timber-laden brig passed within 150 feet of us, giving her astonished crew a noble sight for once in their lives.

THE DAY'S RUN.

Latitude	41° 01′ N.
Longitude	48° 52′ W.
Difference of ship's time since yesterday noon	24:8 min.
Distance run*	299 miles.
Average knots per actual hour	12.24
Total distance from needles	2,096
Highest speed by log, (not correct—uncertain.)	
Average revolutions of paddle	11.133
Average revolutions of screw	35.501

NOTE.—We are now in the Gulf Stream, which sets us back considerably. The real speed of the vessel may be more accurately calculated from the revolutions and the difference in the log, the former being 10,265 (paddle) and the latter 14¼ knots yesterday. We are also over 300 miles south of Cape Race, which will materially lengthen our passage. It is stated that the Captain, very properly determining to avoid ice, and noticing a considerable difference in the temperature of the water, for some cause, ran the ship 20 or 30 miles due south in the night, and then kept her on her course again. The course of the ship on the chart, from ship's noon to ship's noon, has been a very regular great circle till to-day, when it terminated further south. No one can question the propriety of the extremest caution on this first trip. One thing is certain, the ship ran much over 300 knots *somewhere*, and probably not less than 330.

EIGHTH DAY OF THE TRIP.

From noon of June 24 to noon of June 25.—The fine northerly breeze died away during the afternoon and evening, and the large spread of sail was gradually furled, as it ceased to aid the ship's locomotion. The night was nearly calm.

It may be asked, "What do you do all day—you few, no longer adventurous, but thrice fortunate—on the big ship?" That's not so easily answered. "Ask a guest of the Fifth-avenue Hotel what his fellow guests do all day—however few they may be. Well, as for the No. 18, G. S. Port side people, their "walk" is one perpetual tramp over the ship, and through the engine-rooms and stoke-holes; and their "conversation" a never-ending discussion, and note-making and elaborating as to the things done therein. Before breakfast, 8½ o'clock, the early-risers get up an appetite by walking nearly down town and back. After that interesting event, all hands go about their various pursuits, as in other hotels and ships, save that the great element of space separates us all—out of sight and hearing—for the whole forenoon. Young America destroys innumerable cigars, and discusses the speed of all things, from horses to ships and locomotives, in the smoking room; old travelers read, observe and ask questions in the most unmoved and thorough-going manner; novices tramp up and down, always excited and in a hurry; the old military and naval people talk over battles and victories, and the hearty English element plays skittles in a vacant lot somewhere, which has been partially reclaimed and roofed in. There is always somebody counting the revolutions, always somebody looking over the extreme bow; here is an old fellow asleep in the sun—there is a knot of people discussing momentous events in the saloon—here are admiring adventurers on the sponsons, sometimes away outside of the centre of the paddle wheel, looking in through the iron lattice at the tremendous expanse of red arms as they appear to roll over the water. Many read and write in their spacious staterooms. Others never cease exploring the vast storehouses away down below. Some are on the continual lookout for vessels, with their glasses slung over their shoulders. Gymnastic feats, foot races, and, in short, *all sorts* of pursuits, from uproarious hilarity to solemn and undisturbed seaside contemplation, are the order of the day. The passage, as a passage, is tame and monotonous, but the universal acquaintance and good-fellowship of the occasion, and the never-ceasing entertainment afforded by the vastness, detail and real comfort of the ship itself, render the trip one of the most agreeable ever undertaken to the whole company.

The events of the day have been: first, champagne at dinner, from the company; second, a hot box on the screw engine—the forward box of the engine shaft—caused by the stopping up of an oil-hole. "Tall oaks, &c." The screw system of water works for such cases made and provided was turned on, the revolutions reduced to 24 minimum, (still propelling,) while the paddle sympathetically fell off to 10½. In an hour all was going smoothly again.

Nothing can exceed the splendor of this 25th morning of June, in the soft blue water of the gulf stream, and under a bright and almost tropical sky. The sea is even remarkably placid. Hardly a breath of wind disturbs its surface, while the long swells—the monuments of past breezes—which so rarely cease to rise, are smothered almost into motionless sleep as they bask in the warm sunshine.

From the top of the mainmast. Here we lie, away up, up in the clear air—on a deck as large as our stateroom, looking out upon the round expanse of blue, under the brightest of tropical skies. How boundless, how placid, how gloriously blue—was ever such a day seen on the ocean before?—this deceitful ocean—these sleeping billows, which anon shall rise up and howl and rage in the terrible majesty of their wrath, sweeping the decks of proud ships, tearing them plank from plank, and hurling them struggling to the bottom. Sleep on old ocean—your foaming jaws will open in vain for us, for there comes booming along beneath us, as we lie on the top of its iron mast, a giant and triple-powered vessel, which defies your wrath—not by strength alone, for the adamantine cliffs cannot stand before your breakers, but by shape, and size and proportion, which conform to laws that you are not old enough, not deep enough, *nor big enough* to break. So sleep on, my fine old ocean—acknowledge the supremacy of mind, and be still. Spirit of Columbus, of Cabot, of Raleigh, of the noble line of Atlantic adventurers, look down on this picture from the upper air; remember the long, dreary days when, firm of purpose but sad at heart, seeking unknown and unhospitable shores, and leaving almost as friendless a land—in danger, privation and sickness—in storm and calm—without charts and almost without reckoning—encountering adverse currents and winds, you crept over these very waters in slow and unstable craft, scantily manned by mutinous sailors, to discover and civilize the Western World. At this distant day, in the full tide of that new civilization—and centuries further on, when this giant ship shall have been the progenitor of whole fleets of leviathans—never will men forget that your wisdom and courage was the foundation of commercial enterprises, which have already covered the sea with ponderous hulls and iron wheels.

But to descend again to the deck and practical things, we have

THE DAY'S RUN.

Latitude	40° 58′ N.
Longitude	56° 10′ W.
Difference of ship's time since yesterday noon	29.2 min.
Distance run	325 miles.
Average knots per actual hour	13.27
Total distance from Needles	2,421
Highest speed by log (not correct—uncertain.)	
Average revolutions of paddles	11.529
Average revolutions of screw	35.266

NOTE.—The speed of the Gulf Stream, easterly, at this point, is put down in the charts as over 1 knot per hour. The travel of the ship, therefore, must have been at least 350 knots—or nearly 14.3 knots per hour.

NINTH DAY OF THE TRIP.

From Noon, June 25, to Noon, June 26.—The arrival of the ship in time to go over the bar at high water on Thursday morning, which will be, according to Mr. Murphy, our pilot, at the witching hour, 4 A. M., is now considered a fixed fact, and is commented upon variously by our ship's company. While we are in no hurry to terminate this peculiarly interesting voyage, we are not a little anxious to make good time. Our distance from Sandy Hook at noon today (the 25th,) is 809 miles; supposing it to be sailed without further deviation, we shall have traveled at least 130 miles further than the straightest course *via* Cape Race, *plus* any considerable and doubtless very proper deviations not affecting our longitude. and therefore not mentioned in our log. We all agree that with the good firing and steaming throughout, which we have had for the last few days, and a clean bottom withal. the *Great Eastern* is "good for" nine days.

A large number of ships, with every stitch of studding-sail set, have been passed to-day, some of them quite near. On this smooth sea everything has appeared in a new and pleasing light. The white sails of these vessels, gently rolling over the imperceptible swell on the great blue expanse, was indeed a charming picture. Later in the afternoon a slight breeze sprang up from the South, moving partially with the ship, and leaving our decks becalmed and extremely summer-like under the blazing sun.

The only stirring event of the day, except the paddle-engines rolling off their 12 revolutions, was the mutiny, capture and ironing of a sailor,—the old story—wouldn't work, attempted to stab some of his fellows and threatened the officers.

The extreme bow of the vessel, on a grating raised above the upper deck—stop there, and look out with your mind's eye at what we saw, ye who visit the big ship—is the favorite place of resort. It will comfortably hold the whole of our company, that snug little deck overlooking the sea from its sightly elevation, and the great leviathan tearing along in the rear. I can never stop talking about the splendor of the ocean on this prince of days. Oh! that some Loraine, or Turner, or Church, with pencil dipped in the living colors of this sunset, were here, to catch the fleeting glories of this western sky. One who has been accustomed to observe the narrow limits of the horizon in time of storm and waves, can hardly appreciate the boundless girth of this round and level disk of visible ocean, in a season of perfect stillness—stretching into measureless distance on every side, till its dark blue border stands out sharp and clear against the soft yellow zone of Summer sky, spreading away under and beyond the sunset, with its tongues of fire and wreaths of smoke, infinitely westward to the very pillars of the great dome.

A southerly breeze, strong enough to fill our sails, sprang up in the evening, bringing light showers, and our usual spread of canvas was made. The foretopsail having got the "hang" of being furled, submits to that cramping operation very gracefully of late.

While the *artistes* of the ladies' saloon were in the midst of their most dulcet strains this evening, down burst through the open sky-lights, with the mingled jargon of hammered brass kettles and filed saws—not the whole upper works of the ship—but "Wait for the Wagon," torn limb from limb out of the end of the before-mentioned *cornet-à-piston*; and no sooner had his foul massacre ceased, than "Adieu my Johny Boker" was howled over the shattered remains. The face of our portly Jullien strongly reminded one of the "Enraged Musician" of Hogarth.

A light breeze filled our sails all night. During the morning of the 26th it died away, leaving the sea calm but with a short swell, and the day very warm and sunny. All sail was taken in. There was a thick fog about the ship quite early, and some lingered about the horizon and in low, yellow banks under our bow, till quite late.

OUR PASSENGERS.

It is certainly fitting that our passenger list, bearing not a few names of distinction before embarkation, and none without distinction now we are safely across, should appear in this document. The humblest of us has earned the right to a distinguished line of small capitals by relying on the immutable laws of physical science, instead of cringing under the forebodings of ignorant superstition. Forty-three passengers were all that could be found in the year 1860 to "venture" on the first voyage of the most splendid ship on the ocean. Now, of course, everybody who a fortnight ago said, "Poor foolhardy fellow—tempting Providence, &c.," will be first and loudest to exclaim. "Oh! of course, I knew she was the safest ship in the world, but you know she might have broken down—perfectly safe you know—but such a bore to be detained;—fact is, should have gone myself if I could have arranged it—always said she was sure to go safe you know," &c., &c. Here are those who had faith, and have received their reward in the positive pleasure and *éclat* of the *Great Eastern's* first Atlantic voyage:

Gen. W. Watkins,
Lieut.-Col. Harrison,
Maj. F. Balfour,
Capt. Drummond,
Capt. Carnegie, R. N.,
Capt. Mackinnon, R. N.,
Capt. Wm. Morris, R. N.,
Capt. H. Coryton, R. N.,
Mr. and Mrs. D. Gooch,
Mr. J. S. Oakford,
Mr. G. S. Roebuck,
Mr. George Wilkes,
Mr. N. A. Woods,
Mr. F. R. McKenzie,
Mr. & Mrs. J. Stainthorpe,
Miss M. A. Herbert,
Mr. W. Barber,
Mr. C. F. Field,
Mr. R. Morson,
Mr. Geo. Hawkins,
Mr. F. Simpson,
Mr. F. E. Hubbard,
Rev. T. C. Southey,
Mr. W. S. Taylor,
Mr. G. D. Brooks,
Mr. Thomas Hornby,
Mr. H. Merrifield,
Mr. Henry Mann,
Mr. H. M. Wells,
Mr. W. Cave,
Mr. M. Juravleff,
Mr. J. Jaravleff,
Prof. P. Beresford,
Mr. D. Kennedy,
Mr. G. E. M. Taylor,
Mr. Zerah Colburn,
Mr. N. Scott Russell,
Mr. Jno. E. Skinner,
Mr. A. L. Holley,
Mr. M. Murphy,
Mr. Thomas Bold.

Of these, Mr. Bold is Managing Director, and Mr. Gooch (Local Superintendent Great Western Railway) and Capt. Carnegie are Directors of the Great Ship Company. Mr. Woods, (London *Times*,) Mr. Geo. Wilkes, as the representative of the American Press, Mr. McKenzie (various London newspapers,) Mr. Murphy, (the New-York pilot,) the directors, and one of the ladies are alone on the free list, reducing the paying list to 35, which is less than the *Great Britain* had on her first passage. Of our company, 30 are British subjects, eleven are Americans, and two are Russians. Our naval and military list—real titles and not Virginia "Colonels"—is quite full. Several of our passengers are great travelers and authors of note.

The number of men in the sailing department is 172; Steward's department 51, and Engineer's department 194. There are 23 officers and 23 Engineers, of whom the chief is Mr. McLellan. Including our Captain, John Vine Hall, our whole number is 416.

THE DAY'S RUN.

Latitude	40° 58′ N.
Longitude	63° 31′ W.
Difference of ship's time since yesterday noon	29.4 min.
Distance run	333 miles.
Average knots per actual hour	13.76
Total distance from Needles	2,754 miles.
Highest speed by log	14.5
Average revolutions of paddle	11.845
Average revolutions of screw	35.59

NOTE.—We are in the Gulf-stream to-day, and have run to the N. edge of its usual boundary. The actual run of the ship was, of course, some 350 knots.

TENTH DAY OF THE TRIP.

From noon, June 26, to noon, June 27.—The afternoon was almost entirely calm, with bright sunshine and a dim horizon. By 4 o'clock a dense fog had settled about the ship, confining itself, however, to a stratum perhaps 75 feet thick, for blue sky could be occasionally seen in the zenith, while the water was invisible half a ship's length ahead. The intense yellow dazzle, fantastic forms, little rainbows and queer meteorological effects of the sun pouring through this fog, is the only illustration I have ever seen of the truthfulness of those of Turner's pictures which people call particularly soapsuds-y. Looking over the extreme bow at one time, every observer had a golden halo around the shadow of his head on the water. The prow, the screw, and both paddle-wheels were fountains of rainbows, which seemed to turn their faces and follow the observer from place to place, like the eyes of the badly-painted portraits that frighten the timorous children from back country "best rooms." The music of three or four shrieking and discordant fog whistles did not harmonise with these beautiful effects of spray and light, but they served to remind us of the imminent danger of any small craft that might be lying in the way of the leviathan, as she stole noiselessly through the mist at sixteen statute miles an hour, with a bow like a carving knife and the terrible momentum of 23,000 tons. From 9 P. M., the speed of the ship was very properly reduced one-half, until the fog cleared away, at 4 o'clock on the morning of the 27th. At midnight, the ship was stopped for soundings, and also at 4 o'clock—the detention being, according to Capt. Hall, 40 minutes; the engines, however, were not touched—no screwing up or driving keys—so that the entire run will have been made practically without stopping. Bottom was reached at the last sounding.

Indicator diagrams were taken to-day from both screw and paddle engines, which being calculated, give 3,970 horse-power for the screw, and 3,670 for the paddles. As most of your readers will not, of course, fully appreciate the "indicator diagram," let me briefly describe what it is, how it is obtained, and its immense importance. It is a piece of paper, about the size of a sheet of ladies' note paper, with a faint pencil line upon it, describing the outline of what more nearly resembles a *shoe* than any other well-known object. Yet this faint little picture, drawn by the hand of the *working steam* itself—the private diary of the engine, in its own handwriting—is to the engineer the voluminous text-book of the whole science. Libraries may be written on what the power and economy of an engine may be, *if* the initial cylinder pressure is so-and-so—*if* it is not decreased by wire-drawing and condensation—*if* it is cut off short at a fixed point—*if* it expands on the theoretical line—*if* it is condensed in a good and maintained vacuum—*if* it is treated after the designed fashion at every stage of its admission, work and release; but this little faint picture of a gaiter boot, done in two seconds by the engine itself, may upset the reasoning of years, simply because it is truth itself, first-handed, and without the chance of contamination. The indicator is the most unsophisticated of engineers. The diagram simply shows the actual pressure *in the cylinder*, and of the *working* steam, at each stage of its operation. The height of the straight vertical line—the back or counter of the shoe, is its inidal pressure, the point where the shoe drops from the ancle down over the instep is the point of cut-off, the instep is the line of expansion, the squareness of the toe is the rapidity of release, the depth of the sole is the excellence of the vacumn, and the roundness of the heel, the excellence (depending on the kind and rapidity of engine,) of the steam admission. A wheel of some 18 inches diameter, with another attached of very small diameter, is secured to the head of the oscillating cylinder (while it is in motion,) and connected by a cord to the top of the piston rod. From the small wheel another cord is connected by guide pulleys to the indicator, which is fastened to the cylinder near its centre or trunion. One part of the indicator is a brass cylinder of say 2 inches diameter, around which is fastened the aforesaid piece of paper. The up and down motion of the piston-rod is therefore communicated by these wheels and cords, reduced in *extent*, but exactly the same in proportion and quality, to the piece of paper, which rolls back and forth with the strokes of the engine, in front of a pencil on the other part of the indicator. A second brass cylinder, standing by the one which holds the paper, is really a steam cylinder, and communicates by a cock with either end of the great engine cylinder, as may be desired. Within it is a spring, so proportioned as to yield certain known parts of an inch at certain pressures. To this piston is secured the pencil which moves over the face of the paper; slow steam being admitted to the little cylinder from the engine cylinder at the same time that steam from the boiler is admitted to the engine cylinder, the pencil darts up to a point which shows the actual pressure of the working steam, and gradually falls again, as the working steam becomes less from expansion or any cause. Meanwhile the paper is moving with the motion of the *engine* piston, and the result of the two motions is the *instep* line of the shoe, before mentioned. When it is remembered that all the parts to which this delicate machinery is attached are swinging back and forth 24 times a minute, during the process of attachment, and that the temperature of the room is 110 degrees, it may be imagined that the work is much more easy for the engine than for the observers. Indeed, the engine rather likes a warm room—the temperature of the paddle auxiliary engine-room is often 144 degrees. A computation of the area of this diagram, together with the speed and area of piston, gives the actual horse power by a very simple process—one-horse power being what will lift 33,000 pounds a foot in a minute, or the estimated average normal work of a horse during a day of eight hours. A horse may of course exert 20 "horse power" instantaneously or for a few moments.

The second and third after-cargo spaces are fitting up for the convenient entrance and reception of visitors to the ship—let there be many, for they will be paid for coming; two patent counters, to register the number of visitors; new staircases, &c., are now in the hands of the ship's carpenters. The entrances will be at large ports, conveniently near the water, in the sides of the ship—two pairs of stairs down from the main deck. For two days the sailors have been employed in scraping the decks, painting the auxiliary engines, and "slickin' up" for the sharp eyes of Jonathan.

Early on the morning of the 27th, we think we *smell* land, in the fine Northwesterly breeze. We have seen the next thing to it, in the clipper hull of pilot-boat No. 1, which came out to meet us, and fired a salute. The light, clean appearance of the Yankee craft was the special admiration of our English brethren, and a very glad picture for all.

THE DAY'S RUN.

Latitude	40° 13′ N
Longitude	68° 56′ W.
Difference of ship's time since yesterday noon	21. 66′
Distance run	254 miles.
Average knots per actual hour	10.43
Total distance from Needles	2,999
Highest speed of log	14
Average revolutions of paddle	10.64
Average revolutions of screw	32.274

NOTE.—The ship was run at half speed from 9 P. M. till 4 A. M., on account of fog, and stopped twice, 40 minutes in all, according to Captain's report, for soundings.

ELEVENTH DAY OF TRIP.

From Noon, June 27, to June 28.—The light wind of the morning died away, and left us another remarkably smooth afternoon. A little southerly breeze at evening was hardly sufficient to keep us cool. At 10 P. M. we stopped again for soundings. The weather was somewhat thick at midnight.

The health of the Captain was drunk with enthusiasm at dinner to-day, in response to a toast by Gen. Watkins. Capt. Hall replied gracefully and very much to the point, alluding to some irregularities incident to a first voyage, and expressing a strong belief in the ultimate high speed and success of the vessel.

At 8 o'clock in the evening of the 27th, a meeting of passengers was called and unanimously attended, for the purpose of presenting to the Captain a memorial relative to the success of the voyage, and the excellence and superiority of the ship and her machinery. Mr. J. S. Oakford was called to the chair. The following letter to the Captain was received with great applause, adopted, and signed by the passengers.

GREAT EASTERN, Wednesday, June 27, 1860.

To Capt. John Vine Hall.

DEAR SIR: We, the undersigned passengers, who have the honor of being the first to cross the Atlantic in your magnificent vessel, cannot now, at the conclusion of our pleasant voyage, separate without expressing our opinion of the great merits of this triumph of engineering skill and naval architecture.

Our voyage, though fine, has yet (as is generally the case in Atlantic passages) been sufficiently checkered with rough weather to demonstrate that, in point of seaworthiness, the *Great Eastern* has no equal in the world. We are aware that the incredulity and prejudice which oppose all great undertakings when first attempted, have been manifested to an almost unusual extent against this noble vessel. On no point has this feeling been more strongly shown than in doubts as to her manageability at sea. Her conduct during the brief storm of the 18th and 19th inst., should set all such fears, if any still exist, (after this voyage,) at rest forever.

Her movements, even when the gale was strongest, were slow and easy, and at all times so much less than the best sea-going steamers as to be quite removed from any standard of comparison. Those who know by experience what an Atlantic passage really is will appreciate the high praise bestowed, when we express our belief that the *Great Eastern* is, in accommodation, safety and freedom from disturbing motion, as much superior to ordinary vessels as she surpasses them in magnitude and power.

The supposed necessity of working her engines at a lower rate of speed for some days has prevented her effecting that rapid passage which we are convinced she can easily accomplish. Yet, from what we have seen, we express our firm belief that the *Great Eastern*, in proper trim, is capable of making greater speed than has yet been attained at sea. Such a result will be due, not more to her unequaled form, than to the efficiency and power of her engines. That the latter will always be found equal to their duty is evidenced by the fact that during the whole of our run from Southampton to New-York they have worked with the utmost ease and steadiness, never requiring even one moment's stoppage for the alteration or adjustment of anything.

We fully appreciate the anxious vigilance which has been experienced by yourself and your officers in all relating to the safety of the ship and the general comfort of the passengers.

In taking leave of you we most heartily wish every success to yourself and the noble vessel which you have the distinguished honor to command, and remain, Dear sir, yours faithfully."

[The names of the passengers having been before mentioned in my letter, need not be repeated here.]

CAPT. HALL'S REPLY.

STEAMSHIP GREAT EASTERN, OFF SANDY HOOK,
THURSDAY, June 28, 1860.

J. S. Oakford, Esq., Chairman meeting of passengers, etc.:

DEAR SIR: I am very highly gratified with the comprehensive and expressive address which you have just presented to me from the passengers.

I value it the more as it so simply, yet justly, points out the peculiar excellencies of the *Great Eastern*, being at the same time free from undue panegyric, and stating only facts—and opinions based upon these facts.

The expression of satisfaction at the endeavors of my officers and self to promote the comfort and safety of the ship, is, and will continue to be, highly appreciated by us. In return, we beg to thank you, on behalf of the passengers, for the unvarying courtesies we have received from them, and only regret that our acquaintance should be so short.

With the best wishes for the happiness and prosperity of every one among the present passengers—the select few—who were first to have practical faith in the Great Ship.

I remain, dear Sir, with much esteem,
Yours, faithfully, JOHN VINE HALL.

At 5:30 the Navesink Highlands were discerned through the hazy horizon. The *Great Eastern* had sighted the New World. At 7:30 she passed the Light-ship, and the voyage was substantially ended. The actual time of the passage, without deducting detentions, was 11 days 2 hours—the apparent time being 10 days 21 hours. The news-boat people came aboard shortly after, bringing Monday's Times. The day is warm, calm and magnificent, as the great ship lies off the Bar—the splendid picture before hundreds of admiring eyes. The grand ship's lottery, arranged some days since, was decided by the time of passing the Light-ship. One of the officers, I am happy to state, drew the prize, $120.

THE DAY'S RUN.

Distance run, miles	234
Length of ship's day	19:33
Average knots per hour	12.1
Total distance sailed from Needles	3,242
Average revolutions of paddles	11
Average revolutions of screw	34.313

Before closing the narrative of the trip, I am happy to be able to express my thanks, especially to Mr. McLellan, Chief Engineer; Mr. N. Scott Russell and Mr. Zerah Colburn, for important information and assistance in preparing an abstract of the engineering results.

It should be remarked that Mr. McLellan was on board the *Great Western* and the *Great Britain* on their Atlantic voyages. He has now risen to be *Chief* of the *Great Eastern*.

REPORT OF THE WEATHER, SAILS SET, &c.

FIRST DAY.

17th, 8 *A. M.*—Half gale N. N. E. Forestaysail set five minutes to get her head down stream. 10 A. M.—Wind abated, but strong. 12 noon—Forestaysail and spenser set. Reefing breeze N. by W. Slight showers, and cloudy in forenoon. Sunshine and slight showers P. M. 1 P. M.—Wind wholesail N. and N. N. W. Sail taken in. 3 P. M.—Light wind N. N. W. 6 P. M.—Very light breeze W. S. W. At night, wind N. and E. very light.

SECOND DAY.

18th, A. M.—Clear and bright. Very light breeze N. N. W. 9 A. M.—Calm. 11 A. M.—S. S. E. nearly calm. Prevailing wind northerly and light. Sea smooth. 12 *M.*—Wind S. S. E., increasing. 1 P. M.—Studdingsail breeze S., E. Three forward spensers and forestaysail set. 2:30 P. M.—foresail, foretopsail and foretopgallant sail (or upper topsail, set. Breeze increasing E. and E. S. E. Cloudy at 3 P. M. 4 P. M.—mizzel spenser set. 5:30 P. M.—rain. 7 P. M.—wind wholesale E. N. E., increasing all; all fore and aft sails taken in; rain increasing. 9 P. M.—reefing breeze and rain. Several hours furling topsail and foretopgallant sail From 10 P. M., to 5 A. M. the 19th, at work furling foretopsail—7 hours. Canvas wet and men afraid. Rained hard all night to 4 A. M. Half a gale N. N. E., from 12 midnight to 4 A. M. Very dark and blinding rain, 1 to 3 A. M.—strong gale. 8 A. M.—two fore spencers and forestaysail set. 8:30 A. M.—mizzen spencer set. 9 A. M.—spanker set. All forenoon, strong double-reefed topsail breeze N. N. W and N. Cloudy with short glimpses of sunshine. Prevailing wind N. N. E., strong. Sea rather rough.

THIRD DAY.

19th, 12 *noon.*—Clear and nearly cloudless; reefing breeze, N. N. E. and N., decreasing. 12:30 P. M., main spenser set. 6 P. M. light clouds, studding-sail breeze N. by W. wind going down. Evening fine. 7 P. M. all sail taken in; almost calm. 8 P. M. N. N. W. breeze springing up. 9 P. M. showers. 10:31 P. M. starlight, wind light, northerly. 12 midnight, two fore spensers set a few hours, and taken in; wind light, northerly all night. 20th. 8 A. M., N. W. breeze, very light; clouds and sunshine and slight wind squalls; no sail set; very bright at noon. Prevailing wind N. easterly strong and N. Westerly light. Sea pretty smooth, with long swell.

FOURTH DAY.

20th, 12 *Noon*—N. W. studdingsail breeze. Very fine all P. M. with studdingsail breeze changing to westward. 6 P. M.—Becoming overcast—mackerel sky—looks like strong westerly wind. 7:30 P. M.—Cloudy wind springing up S. W. 8 P. M.—Three forward and main spensers, spanker and forestaysail set. 11 P. M.—Wind wholesail, S. W., dark and cloudy, and some hard rain showers. 12 midnight till daylight wholesail and reefing breeze, S. W. and W. S. W. same sail set all night. Rather thick early in the morning of 21st; wind W. S. W. wholesail. 8 A. M.—Main and mizzen spenser and spanker taken in. Some rain. Wind shifting to W., squalls. Clearing away. 8:30 A. M.—Clear and sunshine. 9:30 A. M.—A little overcast. Long swell on port bow. Ship rolled 8° 9′ each way. 10 A. M.—A little thick on the horizon but more clear overhead. Breeze very light W. S. W. and W. shifting to N. W. 11:30 A. M.—Studdingsail breeze N. W., all sail taken in. Prevailing wind S. Westerly, light. Long swell, latter part of the day, from S. S. W.

FIFTH DAY.

21st, 12 *M*—N. W. wholesail breeze. Quite foggy on the horizon; bright overhead. 3 P. M.—Studdingsail breeze, N. N. W., increasing; cloudy all P. M. 4 P. M.—Stiff wholesail northerly wind; 3 forward and mizzen spensers, forestaysail and spanker set. The after main spenser is bent on, but never set—interferes with draft of screw funnel. Swell increasing from S. W. Ship pitches 3° 53′ each way, 7½ up and down oscillations per minute; rolls 13° 10′ to leeward and 8° 4′ to windward, 5¾ rolls, port and starboard, per minute. 6:30 P. M.—Wholesail breeze N. N. E. and N.; foresail and foretopsail set. 7 P. M.—Breeze decreasing, N. N. W. 8:30 P. M.—Foresail and foretopsail taken in. Wind shifting northwesterly and southwesterly all night; strong reefing breeze towards morning; spensers taken in and set twice. 6 A. M., 23d.—All sail taken in. Wind wholesail, N. N. W. and W. S. W., and decreasing all A. M., dead ahead; cloudy and showers all night and forenoon; hard rain about daylight; prevailing wind northwesterly, strong; sea going down.

SIXTH DAY.

22d, 12 *M.*—Sunshine; wind very light, N. W. 2 P. M.—Wholesail breeze, N. N. W.; forestaysail and forward spenser set. 3. P. M.—Fore and mizzen spensers and spankers set; bright all P. M. 7 P. M.—Wind hauling more westerly; all sail in but forward staysail and spenser. 10 P. M.—Wind N. N. W., very light; getting cloudy. 1. A. M., 23d.—Wind died away; calm for several hours; all sail taken in. 6 A. M.—E. N. E. squalls and rain. 8 A. M.—Studdingsail N. E. breeze, (aft;) hard rain; cloudy, with showers of fine rain all A. M.; a little thick on the horizon; wind not enough for sail; prevailing wind N. N. W., light, till midnight, and light N. E. till noon; sea smooth.

SEVENTH DAY.

23d, 12 *M.*—In the Gulf-stream. Light N. E. breeze increasing. Cloudy. 1 P. M.—Fore-sail, foretopsail and foretopgallantsail set, but did not fill well. 4 P. M.—All sail taken in. Wind decreasing. 8. P. M.—Calm and rain. 10:30 P. M.—Strong N.W. squalls, changing to northerly. Forward spenser and staysail set. Wholesail N. N.W. breeze all night. Early A. M., 24th, wind strong, wholesail N., two forward and mizzen spensers, spanker and forestaysail set and filled well. 11:30.—Foresail, foretopsail and foretopgallantsail set. Wind fresh N. All sail filled well. Sunshine with some clouds. Prevailing wind N. N.W., light. Sea smooth.

EIGHTH DAY.

24th, 12 *M.*—*In the Gulf Stream*—N. wind decreasing. 3:30 P. M.—All square sails taken in. Cloudy all P. M. Fore and aft sails kept set till 11 P. M., when wind died away. 11 P. M.—Till morning of 25th nearly calm. Forenoon of 25th wind *very* light N. E. and E. No sail set. Sea almost flat, without swell or waves. Bright sunshine. Very warm. Prevailing wind 24th N., light, 25th N. E., nearly calm. Sea *very* smooth.

NINTH DAY.

25th, 12 *M.*—Till evening, nearly and at times quite calm. No sails set. 4 P. M.—Light studdingsail, S. and S. Easterly breeze. 9 P. M.—Strong studdingsail breeze, S. and southerly. Two spensers, fore staysail, spanker, foretopsail and foretopgallantsail set. Same breeze and sail all night. Some light rain. 6 to 9 A. M., 25th—Foggy and thick on horizon. From 6 A. M.—Sunshine and light studdingsail S. and S. westerly breeze, decreasing. Squaresails taken in. 11 A. M.—All sail in. Prevailing calm.

TENTH DAY.

P. M. of 26th.—Nearly calm; very light S. W. breeze. 4 P. M.—Very thick fog, lasting all night till 4 A. M., 27th—half speed. 9 P. M.—Light N. W. breeze. 5 A. M., 27th.—Studsail breeze W.; clear, except on the extreme horizon; sunshine; smooth sea. No sail set.

ELEVENTH DAY.

P. M.—Wind going down; no sail set. 4 P. M.—Light southerly breeze; nearly calm. 10 P. M.—Cloudy; night generally moonlight; occasional fog; prevailing calm. Daylight—Horizon hazy. Remainder of the day bright and calm.

ENGINEERING RESULTS OF THE VOYAGE.

CONDITION OF THE SHIP.

Draft of water forward at Southampton	21 ft. 6 in.
Draft of water aft at Southampton	26 ft.
Draft of water mean at Southampton	23 ft. 9 in.
Draft of water forward at New-York	18 ft.
Draft of water aft at New-York, reported	24 ft. 3 in.
Draft of water mean at New-York	21 ft. 1½ in.
Displacement at Southampton	20,940 tons.
Displacement at New-York	17,607 tons.
Area of immersed midship section at Southampton	1,681 sq. ft.
Area of immersed midship section at New-York	1,630 sq. ft.
Diameter of paddle-wheels between centres of floats	47 ft. 4 in.
Immersion of centres of paddle floats:	
At Southampton, starboard side	5 ft. 3 in.
At Southampton, port side	5 ft. 7½ in.
At Southampton, mean	5 ft. 5¼ in.
At New-York, starboard side	2 ft. 7½ in.
At New-York, port side	2 ft. 4½ in.
At New-York, mean	2 ft. 6 in.
Immersion of top of screw at Southampton	9 in.
Immersion of centre screw at Southampton	12 ft. 9 in.
Projection of top of screw at New-York	1 ft.
Immersion of centre of screw at New-York	11 f.

GENERAL RESULT OF THE VOYAGE.

Left the Needles Sunday, June 17, at 9:57 A. M. Greenwich time. [illegible] at Sandy Hook light ship, Thursday, June [illegible] A. M.	
Difference of time [illegible] Greenwich and Sandy Hook	4 hs. 56 min.
Actual time of [illegible] deducting detentions	11 ds. 2 hs.
Detentions * various [illegible]	2 hs. to 10 hs.
Apparent time of pas[illegible]	10 ds. 21 hs.
Actual distance run, by [illegible]	3,242
Average horse-power	[illegible]
Average lbs. coal per hour per [illegible] by lightening of ship	[illegible] lbs.
Average speed per actual hour	[illegible] knots.
Highest speed by log†	[illegible]
Highest distance run in one ship's day [illegible] rected report)	[illegible]
Lowest‡‡ distance run in one ship's day	[illegible]
Total amount of coal burned, by daily reports	[illegible] tons.
Total amount measured, by lightening of the ship	[illegible] tons.
Highest amount of coal burned in one day, by reports	298 tons.
Average amount of coal burned in one day	[illegible] tons.
Total revolutions of paddle-wheels (a)	[illegible]
Highest revolutions of paddle-wheels per minute	[illegible]
Average revolutions of paddle-wheels per minute	[illegible]
Average speed of paddle piston per min	[illegible] feet.
Average boiler pressure, paddle	[illegible] pounds.
Average vacuum, paddle	[illegible] inches.
Distance run by centres of floats	[illegible] knots
Average slip of paddle§	21.9 per cent.
Total revolutions of screw (a)	[illegible]
Highest revolutions of screw per min	38
Average revolutions of screw per min	33.426
Average speed of screw piston per min	267.4 feet.
Average boiler pressure, screw	19.00 pounds.
Average vacuum, screw	27 inches.
Whole distance run by screw (pitch 44 ft.)	3,850 knots.
Average slip of screw†	15.6 per cent.

† This is of no special account, since the log was incorrect for some days.

§ This is based on the reported miles run. The ship, however, is known to have run further in the Gulf Stream, and at one time due south—distance not reported; the slip is, therefore, less.

* The precise amount of detentions is uncertain. The trip has been so prolonged from other causes that this is not very important.

‡ The day before arriving the ship was stopped for soundings, and purposely run slowly.

(a.) These are believed to be more accurate than the slightly differing total given by the engineer. The counters were much out of order most of the time. The above averages, however, were worked out with much care, and are sufficiently reliable for all practical purposes. Besides, the engineer's computation is from Southampton, and not from the Needles.

PADDLE ENGINES—DAILY RESULT.

DATE.	18th.	19th.	20th.	21st.	22d.	23d.	24th.	25th.	26th.	27th.	28th.
Total revolutions ship's day	13,686	13,639	13,844	14,828	14,142	15,028	16,309	16,941	17,465	15,557	12,758
Average revolutions per minute	8.64	9.26	9.478	10.096	9.656	10.265	11.133	11.529	11.845	10.64	11.
Lowest revolutions	7.6	8.	9.25	9.	9.4	8.5	11.01	10. a	11.5	9.	8.5
Highest revolutions	9.75	10.5	9.75	10.25	9.9	11.5	11.4	11.75	12.	11.9	12 5
Average boiler pressure	18.	19.	19.	20.	20.	21.	25. h	26.	26.	22.	18.
Average vacuum	26 c	26.	26.	26.	26.	26.	26.	26.	26.	26.	26.
Average cut-off	⅓	⅓	⅓	⅓	⅓	⅓	⅓	⅓	⅓	⅓	⅓
Tons coal burned as reported	107	102	103	124d	117	114	120	120	120	108	66
Indicated horse-power*	……	……	……	……	……	……	……	……	……	3,670	……
Pounds coal per hour indicated by horse-power*	……	……	……	……	……	……	……	……	……	2.9	……
Speed of piston per minute	241.9	259.28	265.4	282.7	270 37	287.4	311.7	322.8 e	331.7	297	……
Travel of paddle in knots per day	334.8	333.6	34 .5	363.	325.5	367.6	398 9	414.4	425.7	380.5	……
Ship's corrected run	285	296	276	304	280	302	299	325	333	254	234
Slip as by reported run	8.9 b	1.2	20.	16.3	22.	18.2	25.	21.5	22.	33.2	……
Slip by corrected run	15.1	11.2	20.	16.3	21.5	18.2	25.	21.5	22.	33.2	……

SCREW ENGINES—DAILY RESULT.

DATE.	18th.	19th.	20th.	21st.	22d.	23d.	24th.	25th.	26th.	27th.	28th.
Total revolutions ship's day	46,831	45,354	45,814	50,615	49,401	51,240	52,001	51,820	52,296	47,172	39,796
Average revolutions per minute	29.18	30.79	31.23	34.46	33.73	35.	35.501	35.266	35.59	32.274	34.313
Lowest revolutions	27.	29.5	31.	31.9	32.8	34.	[illegible]	24. a	35.	26.	28.
Highest revolutions	31.5	32.	35.5	34.8	34.7	36.5	36.8	36.	36.5	35.5	38.
Average boiler pressure	18.	19.	19.	19.	18.	20.	19.5	20.	20.	20.	18.
Average vacuum	c 27	27	27	27	27	27	27	27	27	27	27
Average cut-off	⅜	f ⅓	⅓	⅓	⅓	⅓	⅓	⅓	⅓	⅓	……
Tons coal burned as reported	138	154	186	171	149	150	163	149	178	142	96
Indicated horse-pow'r*	……	……	……	……	……	……	……	……	3,970	……	……
Pounds per hour indicated horse-power*	……	……	……	……	……	……	……	……	……	……	……
Speed piston per minute	233.44	246.3	249.8	275.7	269.84	280	284	282.13 e	284.7	258	……
Travel screw per day	335.6	328.	334.7	366.	357.3	370	376	374.7	378.	341	……
Ship's corrected run	285	296	276	304	280	302	299	325	333	254	……
Slip as by reported run	b 8.9	3.6	17.6	17.	22.7	18.7	21	13.3	12	25.6	……
Slip as by corrected run	15.2	10.	17.6	17.	22.	18.7	21	13.3	12	25.6	……
Screw and Paddle coal burned as reported	250.	*[246.5	273.	289.5	266.	264.	283	269	298	250	162

* No diagrams taken where blank.

NOTES.

Pitch of screw 44 feet. A knot is estimated at 6,086 feet. Circumference of circle described by centres of paddle-floats, 153.7 feet.

(b.) The ordinary slip of both screw and paddle is, under these circumstances, from 9 to 11 per cent. This table shows a decided peculiarity, either in the reckonings, the currents of the sea, or the propellers. The revolutions and slip of the screw and paddles are quite consistent with each other.

(c.) All the vacuum guages are out of order and discordant. The vacuum is supposed to have been about as stated, judging from the subsequent application of the indicator.

(a.) Hot journal on the screw-engine shaft. Oil-hole stopped up.

(d.) Screw-boilers shut off to-day from paddle-boilers. All the boilers had been connected before.

(e.) The speed of the vessel yesterday was less than the day before, [illegible] more difference of speed of piston of screw and paddle, showing the screw and paddle at different speeds do not "stand in each other's way."

The water in the boilers was kept saturated with 3.64 to 3.32 of salt. Injection condensers are employed exclusively.

(f.) Altered by shifting the link. Independent cut-off gear removed. Point of cut-off shown by diagram.

(g.) The independent expansion gear, intended to be used on the paddle-engines, was not used at all on this trip. The point of cut-off is taken from the indicator diagram. The cut-off was accomplished by the lap of the valve.

(h.) Five lbs. was added to the safety valves of the paddle boilers to-day, making in all 25 lbs. to the square inch.

Were the *Great Eastern* propelled by sails alone, her performances would exact no more than the cursory observation of the engineer. It is when, instead of the fickle wind, the power of steam, equal to the united strength of 100,000 men, is impressed into service, that the progress of this giant craft over the heaving ocean becomes the object of the concentrated interest of the engineering world. To plough a pathway through the sea—a passage in width like that by which the Israelites escaped from Egyptian bondage, and of such depth that the returning waves might overwhelm the proudest pursuing host—to force aside the briny contents of a channel like this is the office of our octuple Hercules—our eight laboring engines, working in such good fellowship together. Our giant ship fills a groove 83 feet in width and 25 feet in depth in the dark waters—no more than a wrinkle, it is true, in the rough visage of the ocean—such an one as would yawn unnoticed amid the vast hollows from which the waves upheaved by a tempest are drawn—but a trough—a wrinkle if you will—of twice the amplitude ever before excavated by a single vessel. At every second of our progress more than 1,000 tons of water are forced aside to let us pass, but so quietly is the impulse imparted, and in such exact harmony with the natural movement which the particles of water assume among themselves, that but for the foaming surface which marks the strife between our paddles and the waves, a cock-boat might ride smoothly in our wake. Exquisite as are the lines of the vast hull which thus divides the surface of the sea, hardly less than 8,000 horses' power are required to drive her at her ordinary speed. It must not be forgotten, however, that with this power a displacement of 25,000 tons is carried along, while vessels like the *Persia*, displacing 5,000 tons, would require 3,000 horses' power to drive them at the same rate. The philosophy of large ships consists in this: that, by doubling all the lineal dimensions of a vessel of given form, her capacity is increased eight fold, while her immersed mid-section, and the surface exposed to the friction of the water—these being, together, the measure of resistance, with like forms at the same speed—are only quadrupled. Supposing the *Great Eastern* and the *Persia* to be each fully loaded, not more than one-half of the power will be required in the former which would be necessary in the latter for the movement of each ton of cargo at a given speed. It is this obvious

[*Concluded on Fifth Page.*]